CYCLE NEWS®

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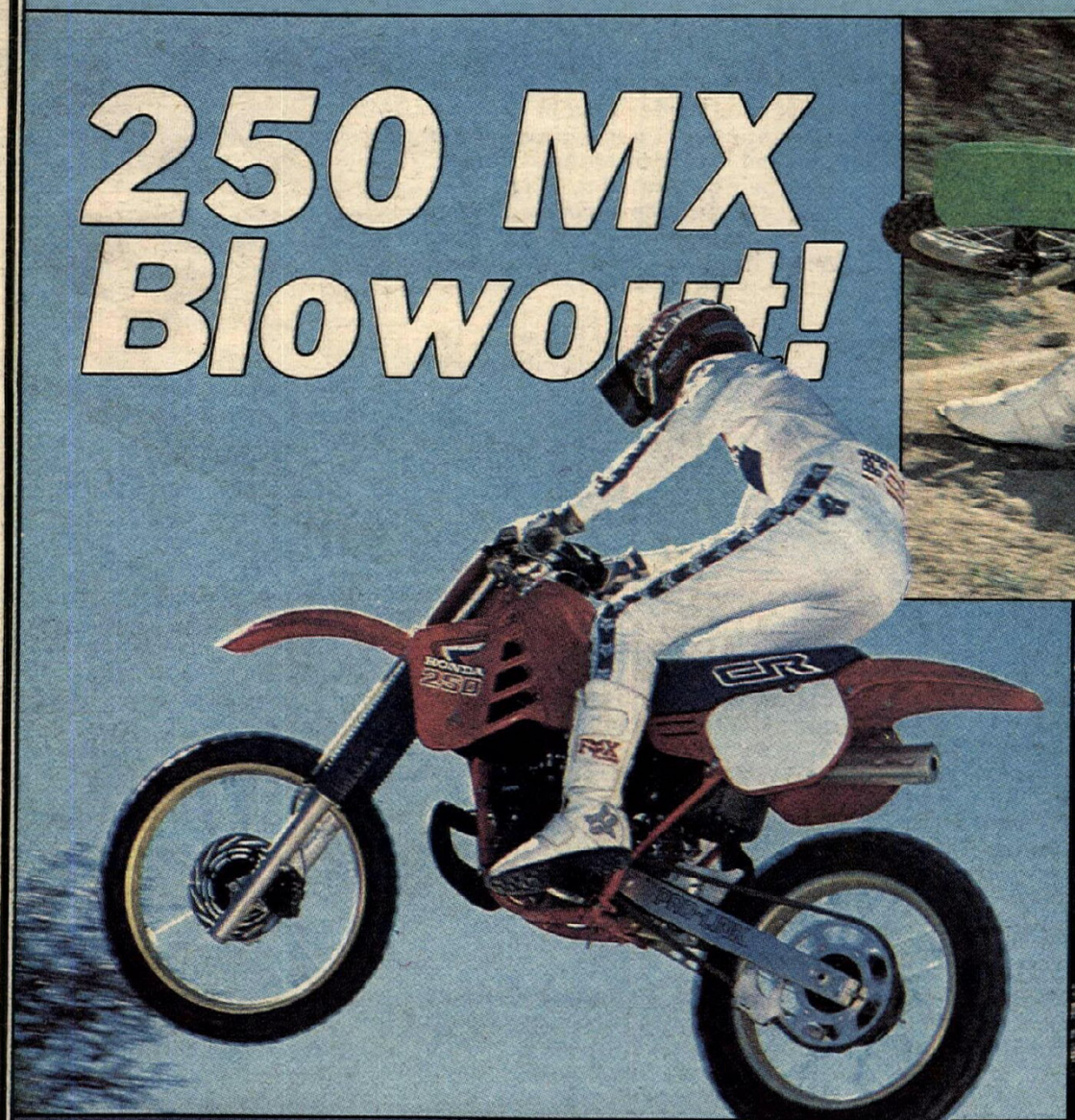


Plus: D-37 desert racing; CMC Golden State amateur wrap-up; local racing and more!

America's weekly motorcycle newspaper

TIME DATED MATERIAL MAILED MARCH 18, 1986

In the WIND

BY PAPA WEALEY

Team Husqvarna's Dan Smith won the AMA Hare & Hound in Las Vegas, Nevada on March 16, leading a Husky sweep of the top three places; Garth Sweetland was second with Scot Harden third, all on Open-class Huskies. Charlie Morris, Jr. was fifth overall and first 250cc on a Husqvarna, and Duane. Summers rode to his third-straight 125cc win on a Cagiva. Watch for a full report next week.

Terry Cunningham and his Husqvarna took the overall at the AMA Cherokee National Enduro in Athens, Georgia on March 16, finishing ahead of Can-Am's John Martin and KTM's Kevin Hines. Randy Hawkins was fourth on a Husqvarna with Can-Am's Geoff Ballard fifth. Look for complete coverage next week.

Mickey Kessler used Kawasakis to win the afternoon 125 and 250cc events at an arenacross held in Philadelphia's Spectrum Arena on March 15; Dick Bellora (Kaw) won the evening 125cc race while Mike Bias (Hon) won the evening 250cc race. Both shows in the 20,000-seat arena were sold out.

Oklahoma's Mike Harth won the 750cc Suzuki GSXR-Series event sanctioned by WERA at Roebling Road Raceway in Faulkville, Georgia on March 16, beating Georgia's Ron Ewerth and Texan Doug Polen. California's Scott Gray, who announced before the race that he would win, finished fourth. Greg Tysor won the Honda Interceptor Series race, ahead of Ewerth and Donny Rowe. Polen won the Open GSXR-Series event, beating Bart Petersen and Doug Chancey.

According to the AMA, Daytona 200 winner Eddie Lawson will not receive the 20 Camel Pro Superbike points normally awarded for winning a road race. Lawson, who is contracted to Marlboro and races under the Marlboro/Yamaha banner in Europe, did not wear a Camel Pro Series patch on his leathers and thus was declared not eligible for the points. Lawson instead had his usual Marlboro stickers on his Yamaha FZ750 and matching patches on his leathers. Which leaves Suzuki's Kevin Schwantz leading the Camel Pro Series Superbike points, with the 16 points earned with his second-place Daytona 200 finish. Fred Merkel is second with 13, Wayne Rainey third with 11, Jay Springsteen fourth with 10, Rueben McMurter fifth with nine, John Ashmead sixth with seven, Dan Walker seventh with five, Jimmy Filice eighth with four, Ricky Orlando ninth with two and Jeff Heino rounds out the top 10 with a single point.

The crowd on hand at Daytona International Speedway for the Daytona 200 was estimated at 45,000 people. The estimate for the Daytona Supercross, held the day before the 200, was 40,000.

Sources close to Freddie Spencer have verified reports that Spencer had been hospitalized prior to the Daytona 200, which he did not attend. But the sources denied that Spencer had been hospitalized for three weeks as reported in European magazines, and said that Spencer flew to Japan on March 12 for testing and would not be available for comment. Reports also indicate that Spencer's three-year engagement to a Shreveport, Louisiana, beauty queen is off.

Four-time World Champion (250cc and 350cc road racing) Kork Ballington has signed with MacLean Racing to contest Camel Pro Series Formula One events on RS500 Hondas this season. According to MacLean Racing's Bob MacLean, the team may contest Superbike events as well. A decision has not been reached on whether or not Stuart Toomey's Toomey Racing will continue to prepare MacLean Racing's machines, and MacLean has been holding discussions with other well-known tuners. MacLean approached Kevin Schwantz for the ride, but no agreement could be reached due to Schwantz's contractual commitments to race Superbikes for U.S. Suzuki.

Cagiva representatives approached Kevin Schwantz at Daytona and asked him to test 500cc GP machines in Italy. Schwantz's Suzuki contract covers Superbike road racing only, and Schwantz is likely to fly to Italy for the test following his ride on a Suzuki in the Anglo-American Match Races scheduled for Donington Park in England over Easter weekend.

Chargers in the Daytona 200 included Dan Chivington, who moved from 61st to about 12th before his Yamaha broke, and Swedish Superbike Champion Anders Andersson, who came from 62nd to finish ninth on his Crane Racing Suzuki.

Daytona quote: After winning the Daytona 200, 1984 500cc Road Racing World Champion Eddie Lawson commented on the change in format from Formula One to Superbikes, telling the press, "They don't race enduro bikes at the motocross, so they shouldn't ride street bikes at the road races."

The right priorities: In contrast to the lavish lifestyles and houses of some rich and famous racers, Daytona winner and former World Champion Eddie Lawson recently purchased an old, 800-square-foot stone house on a 3/4-acre lot in Upland, California for about $100,000. He then had a 3000-square-foot garage built on the property to house his fleet of motorcycles, his boat and his car. He parks his van outside.

Power length: Kevin Schwantz picked up two seconds a lap during practice for the Daytona 200 after Yoshimura mechanics installed a new titanium exhaust system with power chambers connecting the one-two and three-four head pipes. The pipe, which weighs far, far less than a steel system, had shorter head pipes than the steel system it replaced and produced a wider powerband. Schwantz said the lap-time improvement came from being able to drive harder off the corners.

The March 16 NHRA Gator Nationals in Gainesville, Florida, which included a Pro Stock motorcycle event, were rained out. The rain date was set at March 23.

Motorcyclists who know of any law discriminating against riders should contact the AMA at Box 6114, Westerville, OH 43081.

Amazing Fact I: One disadvantage to belonging to a large medical group is a lack of scheduling flexibility. For example, one large group based in California typically has a four or five-month wait for physical examination appointments, and a three-week delay between lab tests and the physical itself. But one of the finest "good old boy" networks in the world consists of motorcycle racers and their families, as one *Cycle News* staffer recently reaffirmed when he went for his racing-license-required physical. It turned out that one of the ladies in his health plan's appointment scheduling department has a son who races short track; the staffer was in on one-day notice and had lab work and physical in one three-hour period, after being bumped to the head of the list and squeezed in on cancellations made by other patients. When in doubt, count on a racer (or his mom).

Amazing Fact II: Members of the above-mentioned large health group include one Eddie Lawson, two-time Superbike Champion and former World Champion. Lawson, told the above story, said "Man, I don't believe it. It always takes me forever to get in there." Must not have asked for the right scheduling clerk. . .

For the first time ever, minibikes will compete at the Hangtown Motocross Classic at the Prairie City OHV Park near Sacramento, California. The top Mini Expert class riders will race on Saturday, April 5. For more information call 916/920-1121.

Despite reports of ignition problems, Team Yamaha's Mike Baldwin's retirement from the March 9 Daytona 200 was caused by serious internal mechanical problems, probably a dropped valve.

Following the Daytona 200, Eddie Lawson commented on Kevin Schwantz's performance, saying "He definitely has the potential. I don't think that Suzuki was up to par with what we were riding, but he did a good job. I'd like to to see him do well. The other guys may be in trouble this year."

Doug Toland's Vance & Hines Suzuki Superbike broke in qualifying and broke in his heat race at Daytona, but Toland's best heat-race lap of 2:01 got him onto the grid in 63rd position by promoter's option; that lap time would have been good for 10th in regular qualifying; a chunked front tire and slow return to the pits left Toland finishing 26th.

The lot of a privateer at Daytona: Ohio's Pat Hernon seriously undergeared his Interceptor in qualifying by bolting on the wrong countershaft sprocket; Hernon qualified 31st but ruined his engine in the process; after a rebuild Saturday and after paying for tires, Hernon had spent $2000 on parts and slicks; during the race his bike's front brakes stopped retracting and ruined the discs, his bike's engine overheated and he had to come in for a long stop to add water, his bike's chain started jumping the sprockets and the tires wore out; Hernon finished 42nd and won $390.

Kemp Archibald and Dave Brooker shot the photo sequence (*Cycle News*, March 19) of Jimmy Adamo and Paul Lewis colliding in the March 7 Daytona Battle of The Twins race. The sequence was incorrectly credited to Archibald alone.

South African Kork Ballington tested Bob MacLean's Hondas at Willow Springs recently. McLean (rear) and tuner Stuart Toomey confer with Ballington at Willow.

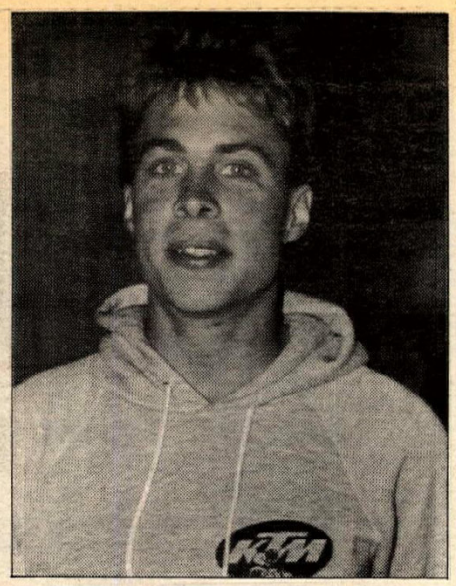
The Harley-Davidson Roger Reiman rode in the Vintage races at Daytona is a 1968 chassis fitted with a 1957 engine updated to 1968 specifications. It's the same bike Reiman used to do a flying lap at over 150 mph in 1968.

In his first ride since winning the 1985 500cc World Motocross Championship, Dave Thorpe easily won a National race in Devon, England. Thorpe was aboard a 1985 Honda CR500.

Kawasaki swept the over-500cc sales charts in England in 1985, taking 43.5% of that market, according to recently released reports. The GPz600R was the best-selling motorcycle over 125cc, the shaft-drive GT750 (not sold in the U.S.) was the top-selling 651-750cc machine, and the GPz900R Ninja was the best-selling machine over 751cc. But Yamaha's RD-350LC was the best selling machine in the 251-500cc class, followed by the Kawasaki GPz305 and the Yamaha RD500. Honda retained 37% of the English motorcycle market on the strength of Vision moped sales (7299 units sold), but Honda's best-selling motorcycle over 751cc (the VF-1000F) was purchased by just 155 riders. Yamaha was second in overall sales with 22%, followed by Kawasaki with 15%, Suzuki with 13% and BMW with 3%.

The FIM World Road Racing Championship will increase from the present 12 rounds to 16 events for 1987. The increase includes the return of the Argentine GP in Buenos Aires, the return of the Japanese GP at Suzuka for the first time since 1967 and the return of the Czechoslovakian round on a new track in Brno. Two other new tracks will debut in 1987, including Jerez in Spain and Estoril in Portugal. All 16 GPs will run 250 and 500cc classes with 10 GPs for 80s, 11 for 125s and eight for sidecars.

Kenny Roberts will hold his exclusive customer riding school at Laguna Seca Raceway in Monterey, California, on May 11. Anyone purchasing an Yamaha FZ600 or FZ750 from Kenny Roberts Yamaha, Inc. in Modesto, California, is eligible for the day-long road racing school taught by the three-time World Champion himself. For more information call Kenny Roberts Yamaha at 209/527-5603.



In the last issue of *Cycle News* (number 10, March 19) Kevin Hines was incorrectly identified in a photo after winning the Daytona Dirt Riders Sportsman Hare Scrambles in Flagler Beach, Florida. This is the real Kevin Hines accepting awards for the win.

The January 26 round of the CMC/Skoal Golden State National Motocross Series held in Carlsbad, California, will be shown April 13 on the Nashville Network's American Sports Calvalcade. The 90-minute show will feature the 250cc Pro class and the Suzuki-sponsored Quad class. A second 90-minute show will air on May 11 featuring three-wheeled ATVs and 125cc Pros.

Southern California's United Sidecar Association has scheduled eight events in 1986, ranging from tours and rallies to barbeques. More information is available from Jim and Sue Lrautz at 818/366-3179.

Take two: As reported in our last issue, Sears Point International Raceway in Sonoma, California has cancelled its AMA Pro-Am road race originally scheduled for August 30-31. But contrary to our garbled explanation, the reason for the cancellation was the restructuring of AMA road racing to pay Camel Pro Series points in Superbike events; to get an AMA sanction for Superbikes, a promoter must run a full Camel Pro Series event. With Superbikes unavailable for Pro-Am weekends, Sears Point officials felt there was no viable class for the Professional part of a Pro-Am, and decided to cancel. The May 17-18 Camel Pro Series Road Race scheduled for Sears Point will be held as scheduled. More information is available from 707/938-8448.

England's Brands Hatch has passed FIM inspections and can now stage World Championship Road Racing events. The approval now means that three English tracks, (Brands, Silverstone and Donington Park), are now eligible to stage the British round of the World Championship. Nogaro, a French track boycotted by most of the GP riders in 1982, also passed the FIM inspection after the rough surface was improved; in 1987 Nogaro will host a European Championship round.

A new 350cc Four-Stroke class will be introduced to the International Six-Days Enduro and the European Championship starting in 1988 at the request of the West Germans, according to reports from recent FIM spring meetings.

The President's Commission on Americans Outdoors has extended until May 15 the deadline for concept papers which outline new ideas for recreation policy. The short papers can be submitted by members of the general public; for more information, contact the President's Commission on American Outdoors, New Ideas Working Group, P.O. Box 18547, Washington, DC 20036-8547, 202/634-7310.

The National Handicap Motorcyclist Assn. publishes a newsletter entitled "The Gimp Exchange" and is looking for handicapped motorcyclists to join. More information is available from Bob Nevola, The National Handicap Motorcyclist Assn., 32-04 83rd St., Jackson Heights, NY 11370, 718/565-1243.

The AMA has put together a program with Seals Communications (the producer of USA Network's MotoWorld) to offer same-day satellite news feeds to television stations and networks throughout the U.S. The feeds will be sent after each of the 10 Camel Pro Road Races as a straight sports news story and will be about a minute and a half to two minutes in length. For more information

Nobody's perfect department: Team Yamaha had a slight mishap while returning from a highly successful Daytona 200. The trailer carrying Eddie Lawson's Daytona winning bike plus the FZs of Mike Baldwin, Jimmy Filice and John Kocinski, lost two wheels in Indio, California, while en route to Yamaha's home base in Cypress, California. After grinding down the axle bolts, the rig came to a stop; a crane was needed to lift the trailer onto another trailer.

The English newspaper Motorcycling Weekly has ceased publication due to a dispute with its printer, and parent company Fleetmail Ltd. may go into liquidation, according to Editor John Nutting.

MotoWorld and Seals Communications will produce the exclusive telecast of the Daytona Motorcycle Week '86 on USA Network on Thursday, April 24 at 8:00 p.m. Eastern/Pacific time. The two-hour telecast will feature the Daytona 200 Superbike race, the Daytona Supercross, the Battle of The Twins, the Formula Two final, plus highlights from the week's activities. Two repeat telecasts will follow the premier. MotoWorld host Larry Maiers, producer Denis Torres, former Superbike Champion Wes Cooley, former Grand National Champion Gene Romero, former National Motocross Champion Bob Hannah and *Cycle News* contributor Tom Mueller provided the color work for the two-hour telecast (watch for *Cycle News* commercial starring Kenny Roberts).

The 1986 AMA Historic Cup Series of road races for vintage machines started at Daytona and will include four other races starting at Road Atlanta in Braselton, Georgia on March 29-30. More information is available from Lyn Garland at 203/646-6382.

Cranston bill threatens California desert riding areas

By Paul Carruthers

LONG BEACH, CA, MAR. 17

U.S. Senator Alan Cranston, D-Calif., has introduced the California Desert Protection Act of 1986 — a bill (Senate Bill S2061) that would establish three National parks and 85 separate desert wilderness areas in California.

Off-road vehicle users opposing the bill say it would outlaw off-road vehicle use on an additional 9.4 million acres of desert, reducing the 12.1 million acres now available for multiple use to less than 2.6 million acres. Passage of the bill would outlaw use of the Barstow-to-Vegas course and also eliminate courses used for such desert-racing classics as the Check Chase and the Parker 400.

S2061 is the largest arid-land preservation bill in U.S history and would affect more than 14,000 square miles of federal lands in Imperial, Inyo, Riverside and San Bernardino Counties. The bill will expand the Death Valley and Joshua Tree national monuments and make them national parks while a new 1.5-million acre Mojave National Park would be created in the region east of Barstow, California.

In the February 6 Congressional record, Cranston said, "During the past year I have worked with California conservationists to determine the highest and best use for each area within the California desert. Our goal has been to establish in law the most appropriate pattern of protection to assure that all Californians and visitors to the desert will have the full value of these lands."

Cranston claims the bill leaves 4.6 million acres for hunting, mining, grazing and "motorized recreation." He says, "I have been careful to exclude major areas enjoyed by off-road vehicle enthusiasts and areas with known commercial resource conflicts. I believe the natural values of these areas justify their inclusion in this proposal. Nonetheless, I look forward to working with user groups to accommodate justifed boundary changes."

The consequences of the bill for off-road vehicle users will be immense, according to opponents. They claim many open riding areas will be closed while designated trail areas will be reduced.

On March 4, The California Desert Coalition was formed in an effort to fight Cranston's bill. The Coalition is made up of the National Outdoor Coalition, AMA D-37 and D-38, California Off-Road Vehicle Assn. (CORVA), California All-Terrain Vehicle Assn. (CATVA), California Association of 4-Wheel Drive Clubs, Association Blazers of California, United 4-Wheel Drive Clubs, National Inholders Association, Western Mining Council, National Rifle Association and the California Rifle and Piston Association.

Cranston's backing, meanwhile, reads like a who's who of preservationists. The Sierra Club, The Wilderness Society, National Parks and Conservation Association, Ecology Center of Southern California, Desert Survivors, Desert Protective Council, Citizens for a Mojave National Park and the California Wilderness Coalition are supporting S2061.

Under the Federal Land Policy and Management Act, the Bureau of Land Management is in the process of determining what areas are best suited for wilderness protection and is required to submit a list of wilderness areas to Congress by 1991. Cranston's bill seems to take that option away from the BLM. Hugh Riecken, an associate district manager for the BLM, told a San Bernardino newspaper, The Sun, "We want that system to work and this would actually circumvent that action if this bill was passed."

One thing off-road vehicle users may have in their favor is that California Senator Pete Wilson has said that he will not take a position on the bill until the BLM can study it and make recommendations. Reports indicate that the bill will have a struggle being passed without the approval of the conservative Wilson.

Off-road vehicle users can express support for the California Desert Coalition by writing to The Honorable Pete Wilson, United States Senate, Washington D.C. 20510. •

Cagiva Motor Italia buys Husky

TORRANCE, CA, MAR 13

Cagiva North America President Gianfranco Castiglioni announced on March 7 that Cagiva Motor Italia has purchased the Husqvarna Motorcycle Company in its entirety.

The acquisition by the Cagiva Group will provide Husqvarna with needed capital to pursue a more aggressive research and development program, according to a Cagiva press release dated March 7. The release goes on to say that the capital, in conjunction with Cagiva's technology and Husqvarna's experience, will serve to make Cagiva/Husqvarna a more dominant force in the worldwide motorcycle industry.

Asked in a March 13 telephone interview what effect the purchase has had on day-to-day operations, Husqvarna's Jim McIlvain told *Cycle News* from Husky's San Diego, California, base, "There has been no change at all. It's business as usual. The reaction from our dealer group has been very positive. They think it's nice to have a parent company that's really involved in motorcycles. We will be sharing some expertise, but will remain separate as far as the dealers go. For example, a Husky dealer can't all of a sudden start ordering Cagivas and vice versa."

Husqvarna motorcycles will continue to be produced in Sweden with Cagiva production remaining in Italy, according to the press release. The present company management will remain on staff and will handle both brands in their respective areas.

Cagiva also announced that an upcoming, yet-to-be-scheduled press conference will be held to release further details of the purchase. •

(Continued to page 22)

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America's weekly motorcycle newspaper

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Laura Aldridge, *Assistant*

Want Ads
Stan Bent *Want Ad Sales*

Service and Support
Chris Aitcheson, *Headquarters Receptionist*
Leonard Herring, *Service and Support*

National Headquarters
2201 Cherry Ave., Long Beach, CA 90806; mailing address P.O. Box 498, Long Beach, CA 90801-0498; 213/427-7433, 213/636-8844.

Eastern Office
4190 First Ave., Tucker, GA 30084; mailing address P.O. Box 805. Tucker, GA 30085-0805; 404/934-7850.

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ON THE FRONT PAGE: Honda CR vs. Kawasaki KX vs. Yamaha YZ vs. Suzuki RM. Find out which 250cc MXer is best, starting on page 14. Photos by John Ulrich and Kim W. Palmer.

inside:

MOTOCROSS: CMC Golden State Amateur finale 8
Van der Ven wins Holland beach race 24
Watts, Surratt, Simmett takes GNC Texas wins ... 26
DESERT: Smith, Ashcraft 1-2 at D-37 hare and hound 10
TEST: 1986 Japanese 250cc MX blowout 14
LOCALS: Ice to desert and everything in between 30
CALENDAR: Where the action is 42
RESULTS: How they placed 47

voices

Greeves Novices

Thank you for publishing my report on the Greeves Days meet in your March 12 issue. We hope your readers will enjoy reading about the old bikes and the people who restore and ride them.

But could you please mention Charles Sales of Los Angeles, the winner of the Novice class in the Greeves Trials? He rode very well and earned his trophy. His name was somehow deleted from the printed story.

The Greeves Owners and Breeders Association feel our Novice riders are just as important as the Masters and Experts. Most of us started there.

LUANA M. CONLEY
Carmel Valley, CA

Spencer

In 1985 Freddie Spencer was rider of the year. Over a month ago, Moto-World reported he was boycotting the race circuit until the prize money was doubled.

Now Speedweek reports he's not mentally or physically prepared for Daytona.

What's the story with Freddie and Team Honda?

MARK FORD
Walker Tech
Birmingham, AL

We don't know . . . Editor

AMA Trustees Report

Is the AMA's bread and butter dying?

I've been involved in dirt racing for 15 years. I've watched it go up and down, but never to the all-time low it's reached today.

What's the future hold?

I think the AMA has forgotten what it was weaned on; (dirt track racing) is what made the AMA what it is today.

What does the sport get in return?

Increased calendar events without track purses going up.

It makes it impossible for a privateer to compete in the Grand National circuit with any success.

With an increased schedule of events and distance between tracks, you have to have a mega-bucks racing team.

Plus the cost of a dirt tracker has doubled and it now requires three bikes to be in the hunt, as compared to the old days when two bikes would get a racer by.

No wonder the sport is dying; there's no future.

The AMA better take a good hard look at its foundation, racers, before they find themselves like USAC.

USAC was the AMA of sprint cars, but it yielded to high-purse-paying outlaw tracks and if dirt track racing is to survive, something is going to have to change.

MATT JAMES
Walla Walla, WA

Accidents

Although the Danny Chandler incident is a tragic one, we are, in fact, littered with this sort of poverty created by accidents that leave us injured and uninsured. Why?

I don't know why the Novice and Amateur cannot have the same sort of security that the "big-guys" have at their National events. Could you, as part of the motorsports media, help shed some light on this?

And by the way, who is this Mr. Wildt and his Motorsports Advancement Crusade? It sounds like this could be something for us, and we need all the help and exposure we can get.

MACK BESSER
Stone Park, IL

For information on Bill Wildt's Motorsports Advancement Crusade, write P.O. Box 66242, Chicago, IL 60666, or call 312/678-3577 . . . Editor

Helmet laws

I wish to respond to the letter from Ron Toudouze published in the March 12 issue of *Cycle News*. Mr. Toudouze said he does not understand why the AMA supports anti-compulsory helmet laws. He is from Texas, a state which has repealed its compulsory helmet laws. He states that "We didn't question why we had to wear helmets. We wore them because in Texas, in the 1960s, you wore a helmet and that is all there was to it."

His statement brings a question to mind. What if some day Congress decides that motorcycles themselves are unreasonably dangerous and bans them altogether? Would Mr. Toudouze want his freedom to be infringed upon to that degree? If not, where does he draw the line? There is no doubt that helmets save lives. I am not arguing that. It is indeed tragic that people are killed or sustain severe head injuries in motorcycle accidents where a helmet would have prevented such from occurring. Yet I feel it is even more tragic when we complaisantly allow government to reduce our constitutional right to choose under the pretense of protecting us.

In order for ours to remain a free society, we must question any law which tends to restrict that freedom — even if it appears logical, like helmet laws do.

Mr. Toudouze closed his letter by stating that "the AMA . . . . should admit that anti-compulsory helmet laws are a contradiction of the most basic rider safety principles." Within a narrow scope that may be true. The issue in this case, however, is that our constitution guarantees the individual certain rights, among them to read and say what he chooses, and, I think, the right to not wear a helmet should he not want to. I think principles such as these are and must remain of the highest priority.

Here in California I wear my helmet beause I choose to. I hope I can always make that claim.

JOHN E. WOOLSEY
Redlands, CA

Variable rake

I would like to write to some of the top factory-sponsored motocross riders or their team managers to present to them a patent that I believe will significantly advance the art of racing. The patent I hold is for a variable-rake steering head and it improves off-road motorcycle handling immensely. I ran into dead ends when I approached the factories through normal corporate channels. But by presenting the patent directly to those who will benefit, I believe I can generate interest.

I would like to know if you could supply me with the names and addresses (or someone who can) of the top fully-sponsored, national or international riders or team managers for each or any team, Honda, Yamaha, Suzuki, and/or Kawasaki.

I would greatly appreciate any help.

W. GREGORY LOVE
Glover Enterprises
1015 Russell St.
Laramie, WY 82070

Don't call them; they'll call you . . . Editor.

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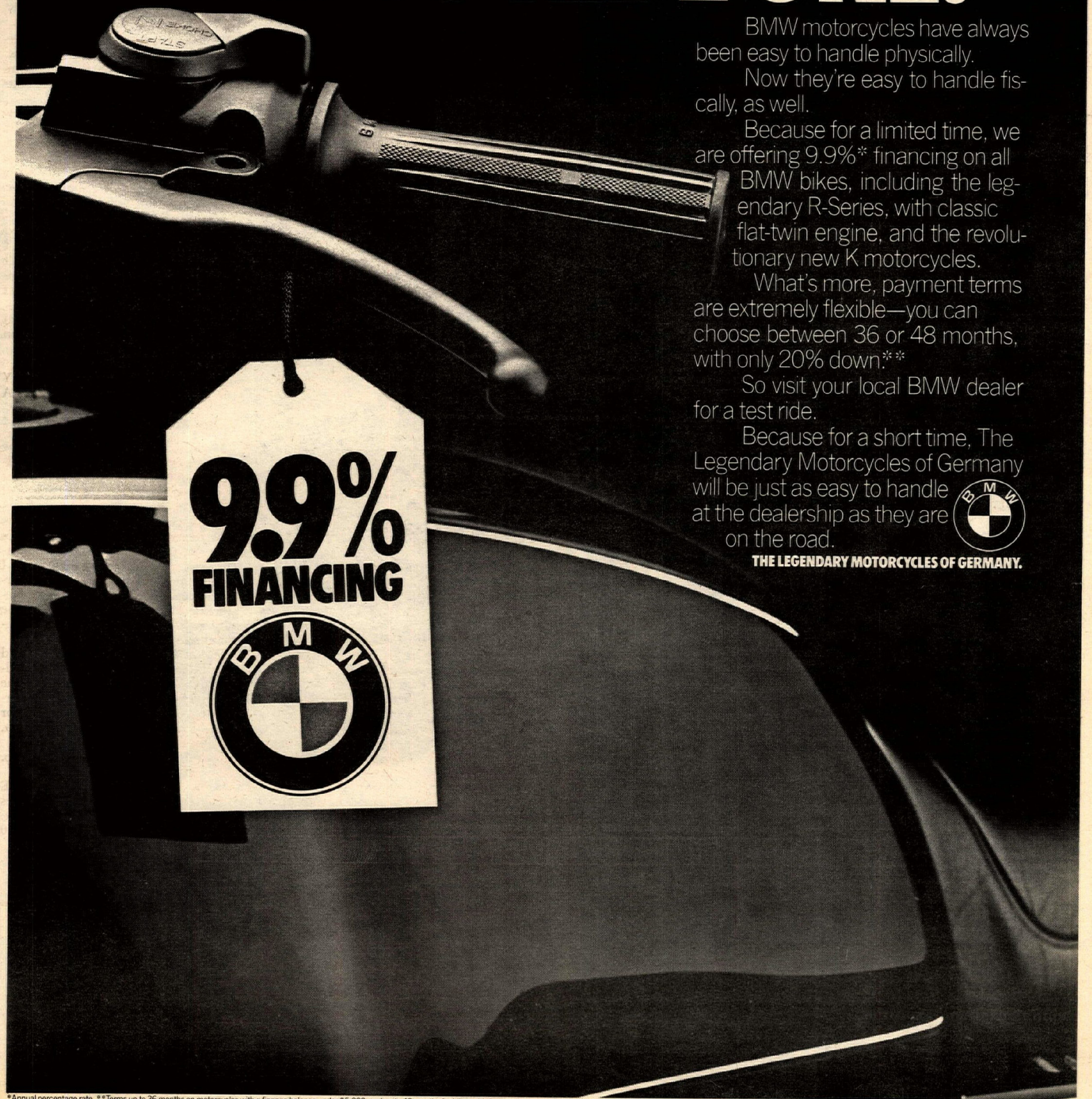
NOW IT'S AS EASY TO CARRY A BMW AS IT IS TO RIDE ONE.



BMW motorcycles have always been easy to handle physically.

Now they're easy to handle fiscally, as well.

Because for a limited time, we are offering 9.9%* financing on all BMW bikes, including the legendary R-Series, with classic flat-twin engine, and the revolutionary new K motorcycles.

What's more, payment terms are extremely flexible—you can choose between 36 or 48 months, with only 20% down.**

So visit your local BMW dealer for a test ride.

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DIRT

UNLESS YOU'RE ON A HONDA, DAYTONA'S A BEACH.

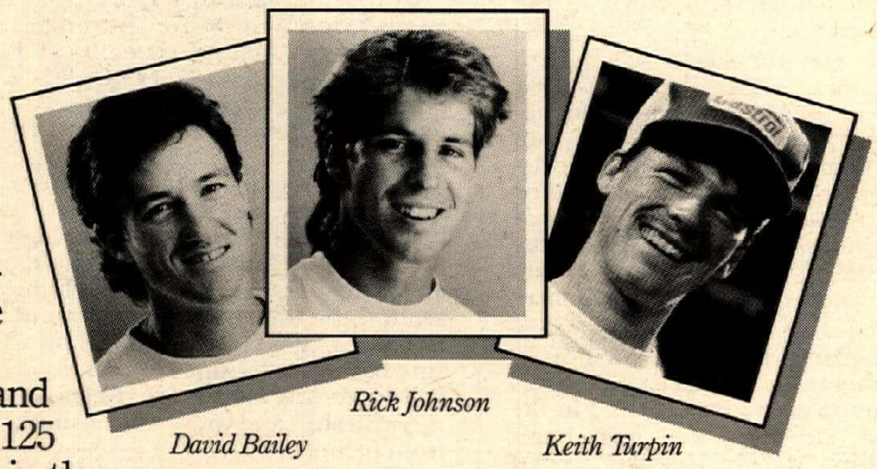
Riding 1986 CR250Rs, Team Honda's Rick Johnson and David Bailey finish 1-2 in the Daytona Supercross.

At the Daytona Beach Supercross, a simple fact became crystal clear: if you're not on a Honda, you lose.

Rick Johnson and David Bailey, each on a CR250R with a Honda Power Port and Pro-Link™ suspension, smoked everybody. They wound up 1-2 and padded their 1-2 positions in the point standings.

Meanwhile, Keith Turpin, on a 1986 CR125R with ATAC™ and Pro-Link suspension, kicked sand in everybody's face in the 125 Pro-Am class. He aced the main event and stretched his lead in the point standings.

For Honda, Daytona was terrific. For everybody else, Daytona was just a beach.



David Bailey *Rick Johnson* *Keith Turpin*

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PHOTOS BY TROY SCOTT

Michael Craig (3) leads Jeff Reynolds (124) and Jeff Mabery in the 250cc Intermediate class. Craig went 1-1 and took the class championship.

In 125cc Intermediate action, Kyle Lewis (77) captures the holeshot, while Craig (3) follows. Lewis nailed the championship title.

CMC/Skoal Bandit Amateur Golden State National: Round 7

Craig, Lewis clinch amateur titles at GSN finale

By Troy Scott

HURON, CA, MAR, 9

The Continental Motosport Club's (CMC) Skoal Bandit Golden State Nationals returned to the flat lands of central California for the final round of amateur competition.

For the second time in three weeks, the GSN was held at Huron Raceway, where many class titles were clinched in the final moto of the series, which means there were some knock-down, bar-banging battles right down to the checkered flags.

Such was the case in the 250cc Intermediate class, where Kawasaki rider Lowell Thomson and Yamaha-mounted Michael Craig went into today's race in a deadlock for the class championship. But Thomson opted to compete in the Grand National Championship in Texas, leaving the class title up in the air between Craig, Jeff Reynolds (Hon) and Jeff Mabery (Yam).

These riders put on quite a show in both motos, but it was Craig emerging on top each time out, and in the process, clinching the class championship. Mabery finished second with a 2-2 score, while Reynolds went 3-3 for third. Craig took the class championship win with 355 points, while Reynolds and Mabery tied for second with 320. Mike Hooker (Hon) finished fourth in the series with 276.

"It feels great to win it," said Craig. "I wanted at least one class championship and I got it."

In the first 250cc Intermediate moto, Craig jumped to the front of the pack, followed by Reynolds (Hon) and Mabery. During the second lap, Reynolds got out of shape in the whoops and went down, remounting in fourth but quickly taking over third. This made the top five Craig, Reynolds, Mabery, James Ryder (Hon) and Dallen McKenney (Hon).

By the third lap, Mabery was, once again, closely trailing Reynolds. Shortly after, Mabery snuck by and took over second, then set his sights on the leader, Craig. But Craig was setting a blistering pace, and Mabery could not make up the difference. The top three at the checkers were Craig, Mabery and Reynolds.

Kawasaki rider Mat Branch nailed the holeshot, but Craig, Reynolds and Mabery quickly found daylight around the leader. During the third lap, things got close. Reynolds pressured Craig and slipped into the lead. While cresting a table-top, Reynolds missed a shift and Craig was pushing from behind.

"We were both going for it," said Craig. "Once we were in the air, we hit, and as we came down, I caught his foot peg. It got me right in the ankle." The two landed completely out of shape after the midair collision which sent both riders off the track. As they reentered the track, Craig had the lead.

From then on, the moto was Craig's. Reynolds held on to second before crashing over a jump and dropping to fourth. In the end, it was Craig taking the win, closely followed by Mabery and Reynolds, who made a late-moto pass on Graves.

In the 125cc Intermediate class, Honda rider Kyle Lewis wrapped up the class championship with a flawless 1-1 score. Lewis collected 339 points in the series for the win, beating Craig by 16. Craig went 2-4 today for third overall, while Mabery went 3-3 for second and fourth in the series. It was Chris Young who found third in the series after going 5-2 today four fourth overall.

"The only problem I had all series long was today," said Lewis. In the first moto, I got away from Craig, and I hit a pole and hurt my right arm. For a while, I couldn't feel it at all."

In the first 125cc Intermediate moto, Lewis captured the holeshot and started pulling away from Craig. Close behind Craig was Mabery. By the fourth lap, Craig seemed to catch a second wind and started reeling in Lewis. A lap later, Craig was within striking distance but fell in a rutted turn. He did, however, recover quickly enough to maintain second place. Lewis went on and easily won the moto, followed by Craig and Mabery.

Lewis again jammed to the front of the pack at the start of the second moto ahead of Chris Young, Mabery and Kevin Maiet (Hon), while Craig started making up for a poor start. Four laps into the race, Lewis was eight seconds ahead of Young, who was busy trying to keep Mabery from passing him. At the end of the race, Lewis clearly dominated, while Young held Mabery back for second. Craig worked his way into fourth.

The start of the first 125cc Junior moto saw Kawasaki rider Guy Deckert jump into the lead, while Honda-mounted Billy McLaughlin chased in second. Pat Bennett (Yam) and Darin Vanderpove (Kaw) followed in third and fourth.

At the end of the second lap, the top three riders had safely pulled away from the rest of the pack in a heated battle for the lead. A lap later, Bennett crashed after tangling with a lapped rider, giving Vanderpove third. The race remained the same until the final lap when the leader, Deckert, mysteriously dropped out of the race, handing the lead and win to McLaughlin. Kawasaki rider Scott Stone snuck up through the pack almost unnoticeably and finished second, while Vanderpove settled for third.

Kawasaki rider Brent White found the hot line into the lead at the start of the second moto, while Vanderpove and Yamaha Ron Montrone pursued.

As the race progressed, White extended his lead further and further to where nobody could catch him. He easily took the win followed by Vanderpove and Montrone.

The start of the 80cc Intermediate (12-16) moto had Honda rider Mark Easley scooting into the lead, but another Honda rider, Chad Pederson, was glued to Easley's rear fender. Brian Gibson (Hon) was third. By the end of the first lap, it was obvious it was going to be a three-rider battle for the lead as they pulled away. During the second lap, both Pederson and Gibson made their moves and darted by Easley, taking over the first and second positions. The three riders stayed fairly close to each other throughout the moto with Pederson holding on to take the win. Gibson finished second; Easley third.

The second moto again featured a three-way fight, but this time it was with Gipson, Pederson and Yamaha rider Phil Lawrence. It was Gipson taking the early lead with Pederson close behind. Pederson tried to find the hot line around the leader but could not, and the order stayed the same with Gipson taking the win and overall ahead of Pederson and Lawrence. •

Results

60 (0-8): 1. Larry Turner (Kaw); 2. Terry Kennedy (Kaw).
60 (9-11): 1. Ryan Huffman (Kaw); 2. Jesse James (Kaw); 3. Josh Kutcha (Kaw).
80 BEG: 1. Tyr Denlinger (Hon); 2. Richard Lina (Hon); 3. Kevin Jones (Yam).
80 JR (9-11): 1. Josh Kuchta (Hon); 2. Ryan Spurgin (Kaw); 3. Chris McCallie (Yam).
80 JR (12-16): 1. Dave MacFarlane (Hon); 2. Duane Benser (Suz); 3. Scott Bristol (Kaw).
80 INT (9-11): 1. Sean Thorton (Kaw); 2. Jesse James (Suz); 3. Dennis Dahlin (Kaw).
80 INT (12-16): 1. Brian Gipson (Hon); 2. Chad Pederson (Hon); 3. Phil Lawrence (Yam).
125 BEG: 1. Justin Souza (Hon); 2. Joey Forte (Yam); 3. Mike Quaschnick (Yam).
125 JR: 1. Darin Vanderpove (Kaw); 2. Billy McLaughlin (Hon); 3. James Connolly (Hon).
125 INT: 1. Kyle Lewis (Hon); 2. Jeff Mabery (Yam); 3. Michael Craig (Yam).
250 BEG: 1. Steve Nelson (Hon); 2. Steve Liebsack (Hon); 3. J.D. Bramlet (Yam).
250 JR: 1. Tom Brown (Kaw); 2. Michael Brown (Yam); 3. Brian fountain (Yam).
250 INT: 1. Michael Craig (Yam); 2. Jeff Mabery (Yam); 3. Jeff Reynolds (Hon).
500 BEG: 1. Donny Moore (Hon); 2. Dane Locke (Hon); 3. Keith Conger (Hon)).
500 JR: 1. Kirk Smnith (Yam); 2. David Krugh (Yam); 3. Mike Jamsen (KTM).
500 INT: 1. Jeff Reynolds (Hon); 2. Aaron Pipes (Hon); 3. Kevin Fringer (Yam).
VET JR: 1. Bob Hedland (Yam); 2. Scott Richmond (Yam); 3. Bruce Rust (Yam).
VET INT: 1. Stuart Douglas (Hon); 2. Tim Kennedy (Yam); 3. Victory Triepke (Yam).
VET MSTR: 1. Russ Daley (Suz); 2. Andy Jannings (Hon); 3. Gary Wilson (Hon).
OT JR: 1. Terry Pratt (Yam); 2. Bob Jackson (Suz); 3. Tom Bristol (Yam).
OT INT: 1. Tom Spurgin (Hon); 2. Jim Ricci (Suz); 3. Ken Feulner (Hon).
OT MSTR: 1. Bob Krah (Kaw); 2. Carl Nelson (Yam); 3. Steve Machado (Yam).

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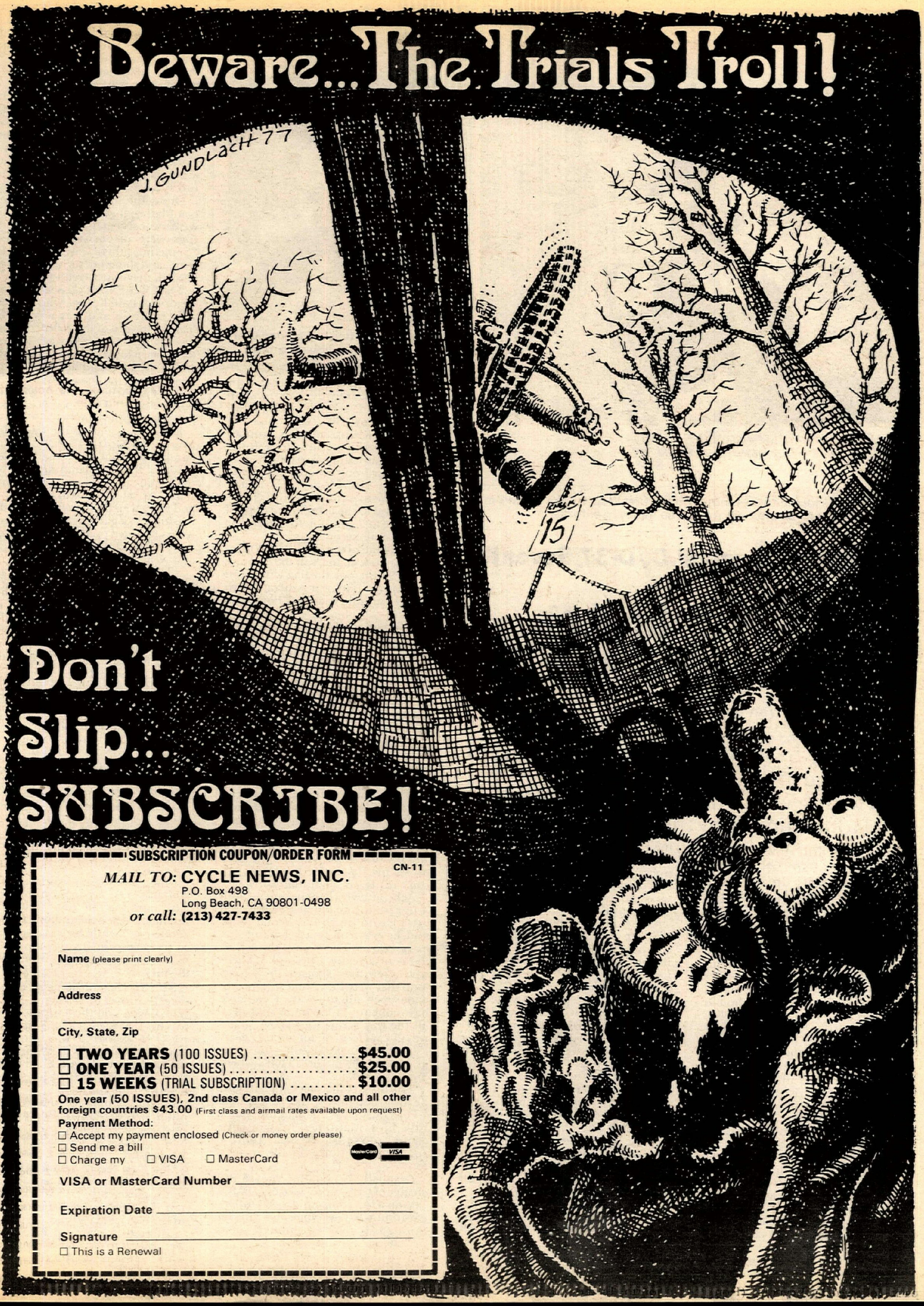

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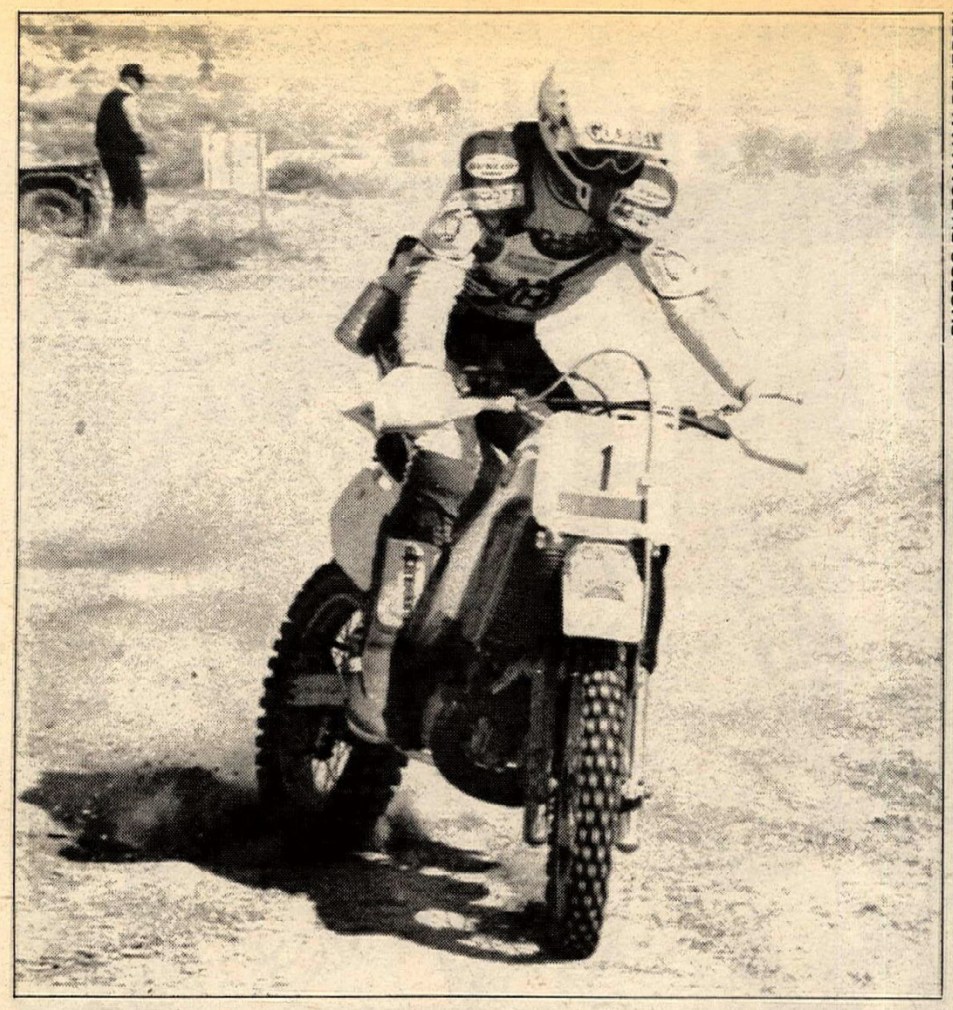


PHOTOS BY TOM VAN BEVEREN

Despite getting lost for two minutes on the first loop, Husky's Dan Smith won the D-37 hare and hound at Lucerne Valley, California.

Huntington Beach M.C./D-37 Seventh Annual Hare and Hound

Smith dominates Means Dry Lake

By Anne and Tom Van Beveren

LUCERNE VALLEY, CA, MAR. 9

Team Husqvarna's Dan Smith once again dominated District 37 desert racing with a convincing win at the Seventh Annual Hare and Hound hosted by the Huntington Beach Motorcycle Club at Means Dry Lake. But it wasn't all smooth sailing for Smith in the early stages of the race as he took a two-minute scenic detour after losing the course near Anderson Dry Lake, and also had to fight off a strong challenge from the tenacious Ed McCoy, who was snapping at his heels throughout the first lap.

Smith took the lead at the end of the short, choppy bomb run and as the riders started to sort themselves out up a sandy uphill and through a rocky section with bike-swallowing whoops. It was Smith in front, followed by 250cc class rider Paul Krause (Suz), with Ed McCoy's Open-class KTM in third. Chris Crandall, Ken Parry and Dan Ashcraft were next through in the Expert class, with first Amateur rider Mike Johnson a high seventh overall at the bomb.

McCoy worked his way around Krause and then Smith for a look at the lead very early in the first lap, but with little desert riding under his belt, the ex-motocrosser from Montana was happy to fall back and let the experienced Smith read the terrain for him.

The two were still playing follow-the-leader when Smith missed a turn and lost the course. McCoy, trusting the Expert's leadership, also missed the turn and followed Smith away from the course. After spending about two minutes looking for ribbon, the wayward twosome spotted Ashcraft and Crandall on the course, and once again rejoined the hunt.

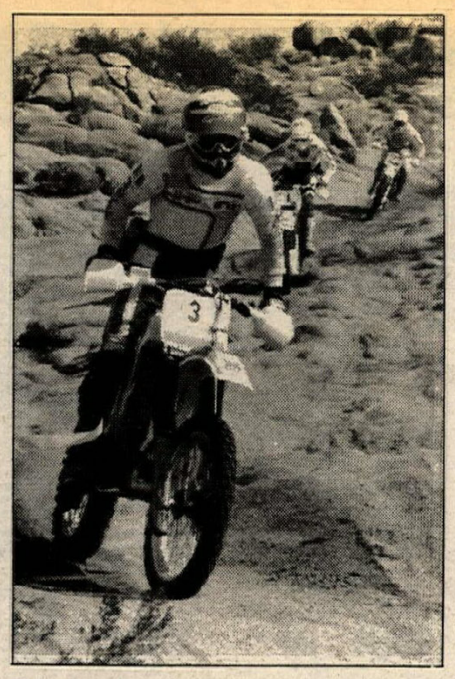
Smith and McCoy worked their way back up to take the lead and held it until the end of the 47-mile first loop, which took the leaders just under one hour to complete.

But when the pit stop was over, Smith headed out on the second loop alone. McCoy, who had crushed his header pipe on a rock drop-off during the first loop, was forced to drop out of the running.

"I don't know where it happened — somewhere after the second check, I think," said McCoy. "I smashed the pipe in and didn't have the power to pull Smith after that.

"We also got lost for a couple of minutes out there. It sucks when you're looking for the trail and you know everyone else is still on it and getting ahead of you again."

With McCoy out of the running, Smith had a clear shot at the checkered flag and started to build a commanding lead over Ashcraft, Crandall and Krause, who were still fighting it out neck in neck as they came through the check at the end of the first loop.



Dan Ashcraft finished second overall, two minutes behind Smith.

Dale Knapp, who was eighth at the bomb, raced into the pits in sixth place overall, second in class, just ahead of fellow 250cc class competitor Ken Parry. Knapp, however, dropped back to seventh overall after a slower stop for gas letting Parry slip out of the pits in front. Knapp was one of the many riders who took a little extra time to ensure that their tanks were filled to the brim in the hope of avoiding an extra stop for gas on the long 55-mile second loop.

By the end of the second loop there had been few changes in the running order. Smith took the flag with a full two minute lead over Ashcraft, with another minute back to Crandall in third.

"My big problem was that I got lost," said Smith at the finish line. "I probably lost about two minutes out by Anderson Dry Lake. I went straight instead of going off to the right. I thought it was going to go out on the old SCORE course. And then I had to pass both Ashcraft and Crandall back out there.

"It was a fast course, and a long one too," said Smith, who had to stop near the end of the second loop to add an extra quart of gas to his tank. "The second loop was a long one so we carried some gas just in case we ran out. I had to use an extra quart —and I think I'm about on empty now. It was close! The course was fast and it could've been a bit tighter for me —I like that better. But I won, so I can't really say anything bad."

Ashcraft, who had to contend with a flat front tire and also had to add extra gas to finish the second loop, said he was constantly looking for extra gears. "There wasn't much to the course really," he said. "There were a few tight spots in the second loop that were fun, but it was mostly wide open all the way. I couldn't have gone any faster. It was sixth gear all the way across the valleys, and I was always looking for another gear. I'm not into that fast stuff — the cross grain with the ditches. That's where Smith passed me."

Third-place finisher Crandall said he also thought the course was fast. "The course was challenging, but a little bit fast at times. I didn't have enough top speed," he said. "I got off course a few times on the corners too."

Crandall also said he enjoyed the change of scenery provided by HBMC. "It was a fun course and it was different from what everyone else runs us through. It took us through some new areas," he said.

Fourth place in the Open class, and fifth overall, went to Ron Shuler (Yam), who was nearly taken out of the race by a cactus. "I hit a cactus somewhere out there, and fell. I had bits in my knee and in my hand, and I had to try to pull them out, but my knee's still full of it," said Shuler. "I thought about giving up because I was in such pain."

Shuler was one of many riders who complained that the course was badly marked in places. "There were some big ditches that I was hitting that weren't marked," he said. "One was at the end of a dry lake bed and that's a big danger because I hit it going full speed."

One of the Senior Open class riders complained that the course markings were inconsistent. "The danger markings were inconsistent,"' he said. "Sometimes there was no reason for them, and sometimes when they were needed, they just weren't there."

The 250cc Expert class was an easy victory for Paul Krause, who led from start to finish and was way out in front of the rest of the 250cc competition at the checkered flag. Krause, who was in fourth place overall at the end of the race, said he just couldn't keep up with the Open class bikes. "It was so fast there was nothing I could do," he said. "The Open class bikes just went zipping on by."

Krause was one of the few riders who said he liked the short, cross-grain bomb run that took many riders down in the early running. "I liked the bomb run because I got a good start," he said. "It wasn't wide open and there weren't many trails to funnel down so it gave the 250s a chance." Krause wanted to thank his sponsors Allied Suzuki, U.S. Suzuki, O'Neal, and Neal Enterprises.

The race for second place in the 250cc class was a closely fought battle — between Dale Knapp and Ken Parry in the early running, and between Knapp and Kenji Gauthier late in the second loop. Knapp and Parry went into the second loop together, but at the checkered flag, Gauthier squeaked through for second in class, passing Knapp as he was pushing his bike up to the finish line. Parry held on to take fourth in class.

"I was pushing my bike in when he passed me," said a tired Knapp at the finish. "I probably seized the transmission. I've got oil all over the place — I think it all ran out of the transmission. I nearly made it too."

The first C class bike home was Duane Summers, in ninth place overall, and with oil all over the bike. "I think I have a hole in the case," he said on the finish line. "Oil kept spraying out everywhere — all over my foot, and it got so slippery that I couldn't keep my foot on the peg." The race was an easy victory for Summers, who said he didn't even see another 125 while he was out on the course, despite losing about five minutes changing a flat front tire in the pits.

The first Senior home raced in to take 10th overall. Richard Jackson (Hus), who said the hare and hound was his first race in a long time, told *Cycle News* that he was riding Dan Smith's old bike. "This is Smith's old bike and he taught it well," he said. "It really knows how to finish!" Jackson described the course as a "very good old man's course. With all the rain out here yesterday we didn't have to push the dust, and we could sit down a lot. It was like Mexico and I loved it," he said.

The first Super Senior across the line in the Amateur class echoed Jackson's sentiments. J.T. Clark, whose son Jim Clark Jr. took fourth overall in the Novice class, said the race was "just right for an old man. There were places to rest and some places to work," he said. "In this class we look

(Continued to page 25)

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April 20	Sunrise Park	Adelanto, CA
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The latest crop of Japanese 250cc MXers (above) stand side-by-side on the starting line at DeAnza Cycle Park, Sunnymead, California. Good low end and excellent handling (below left) make the Honda CR a strong performer. The Kawasaki KX (below right) is powerful and stops on a dime.

Comparison test: 1986 Honda CR250R vs. Kawasaki KX250E-1 vs. Suzuki RM250G vs. Yamaha YZ250S

Nitpicking!

By Kit Palmer

Not long ago, the difference between one brand of 250cc motocrosser and another was bigger than the Grand Canyon. Deciding which bike to buy was a give and take situation — either you bought a bike for its suspension, or for its motor. Rarely did a production MX bike have both.

Today, MX bikes have a lot of both, and choosing between the latest Japanese 250cc motocrossers — from Honda, Yamaha, Kawasaki and Suzuki — still isn't so simple. They're good, competitive motocrossers, all offering mega horsepower, long travel suspension, precise handling, reliability and so forth. So now it comes down to nitpicking that determines the best Japanese 250cc motocrosser, and nitpicking is what this comparison test is all about.

But first, all that's new.

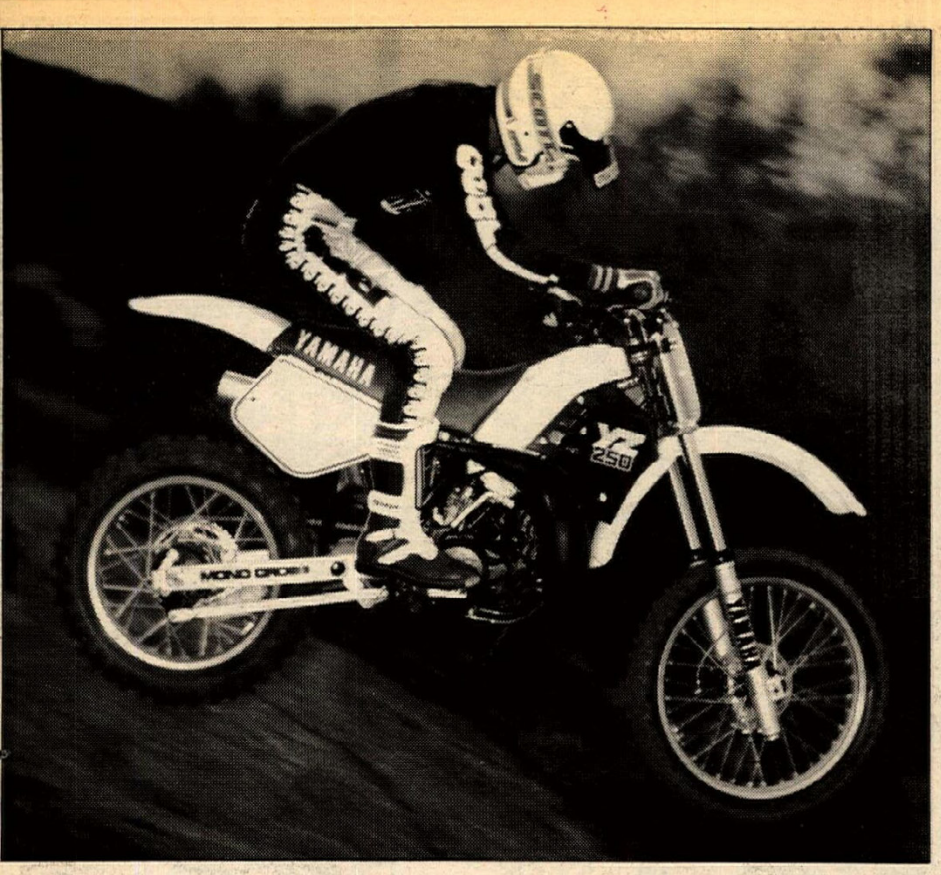
Suzuki RM250G

Suzuki made a number of changes to its latest RM250, to make the new RM slimmer, with a lower center of gravity and improved overall horsepower (especially low-end). To achieve a slimmer profile, the chrome-moly steel frame tubes are no longer circular at the rider's legs; instead, they're oblong. The exhaust pipe used to bend to the outside of the frame behind the right side panel, which used to bulge; the frame now has a built-in "tunnel" (first seen on last year's works bikes) so the pipe can run through the frame, not around. And the seat and the gas tank are much narrower than last year's F model.

To lower the bike's overall center of gravity, the rear, single shock Full Floater suspension is completely reworked. Gone are the two vertical shock struts and heavy bell-crank assembly for a lighter linkage design. A fully external adjustable Kayaba shock is now mounted solidly to the frame on top and connects to a self-adjusting, free-rolling eccentric cam at the bottom, underneath the all-new aluminum swingarm. As the suspension compresses, the rotation of the cam alters the spring load-to-axle ratio. This complete new design allows the shock to sit farther forward and lower in the frame, lowering and centralizing overall weight.

Up front are refined, more-adjustable 43mm Kayaba forks, complete with blue fork boots. Each fork leg has a compression adjustment valve with eight click settings; the external adjustment valve is located at the bottom of the fork tubes.

Both front and rear wheels have straight-pull spokes, and come stock with Bridgestone M-22 and M-23 hard-



The Yamaha YZ has slightly less horsepower than before but suspension is vastly improved. The YZ does everything well.

The Suzuki RM needs a lot of fine tuning right out of the crate. Motor is slightly better but still lacks bottom-end zap.

terrain tires. The 1985 disc brake and plastic brake hose is used up front.

The all-new motor received more than just a color change for 1986. Suzuki has joined the power valve wars with its new design, similar to last year's Honda ATAC system which automatically adjusts exhaust resonance by using a valve and an exhaust sub-chamber. At low rpm, the valve is wide open, letting exhaust enter the sub-chamber. In theory, this increase in chamber volume reduces back pressure and increases low end. As rpm climbs, the valve begins to close, reducing chamber volume and increasing back pressure to maintain power on top. On the power valve unit, there's an adjustment knob to alter when the valve opens and closes, allowing tuning for different track conditions and rider's preference.

The Suzuki has a case-reed induction system, a lighter connecting rod (8.28 to 8.18 oz.), a center-port exhaust pipe with a new oval aluminum silencer, and a redesigned water pump system. The water pump is now driven directly off the crackshaft and pumps coolant directly to the cylinder head, eliminating two hoses. The radiator has a double-core and larger water jackets for better cooling.

To help improve low-end performance, Suzuki went back to a 36mm flat-slide Mikuni carburetor, from 1985's 38mm.

The airbox assembly is all new to fit the new frame and rear suspension. Access to the filter element is now from the top (instead of the side) after removing the seat, and the whole unit is larger than before.

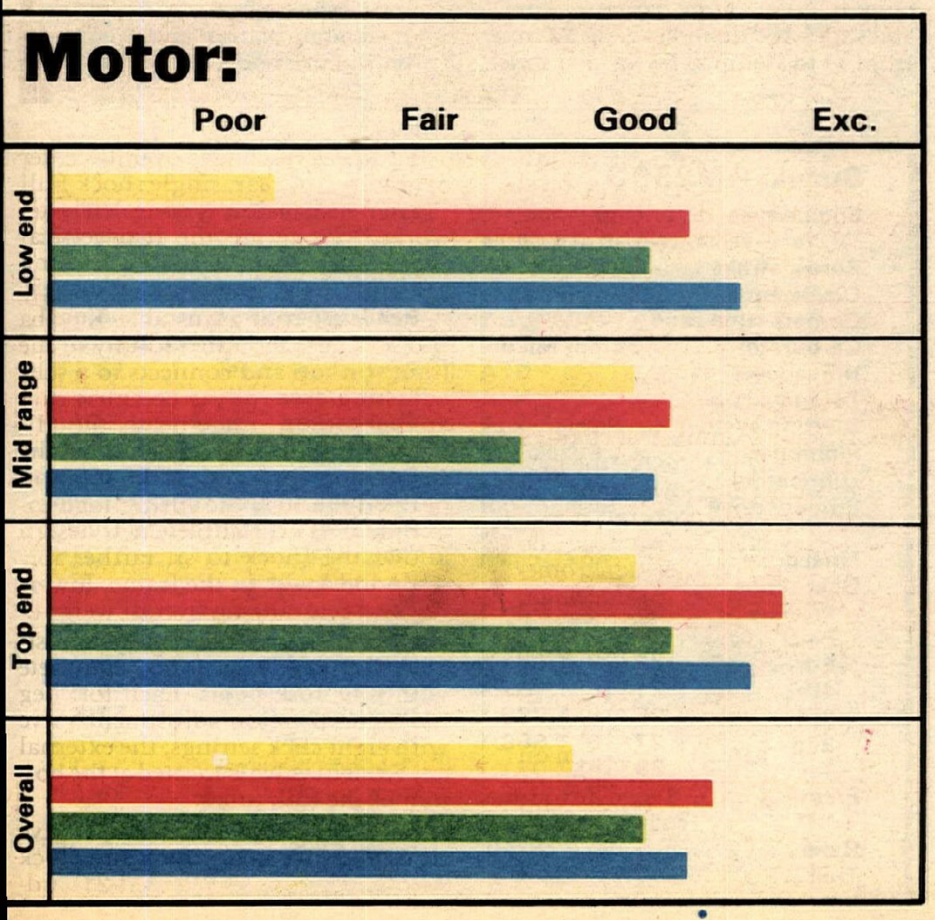
The five-speed transmission received the once-over and has slightly different ratios. The totally rebuilt clutch uses a rack-and-pinion set-up to make the engine slimmer and to maintain consistent action when hot; Suzuki trashed the push-rod design previously used.

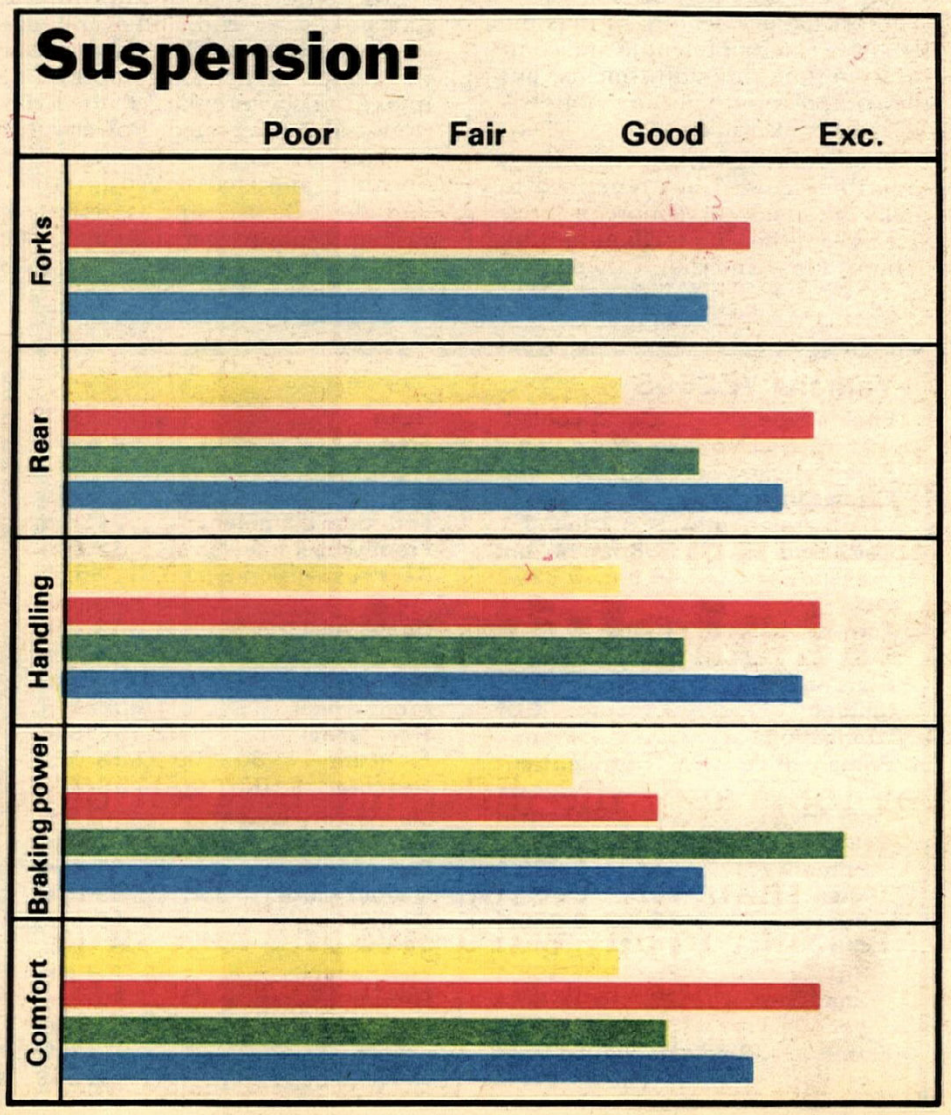
Honda CR250R

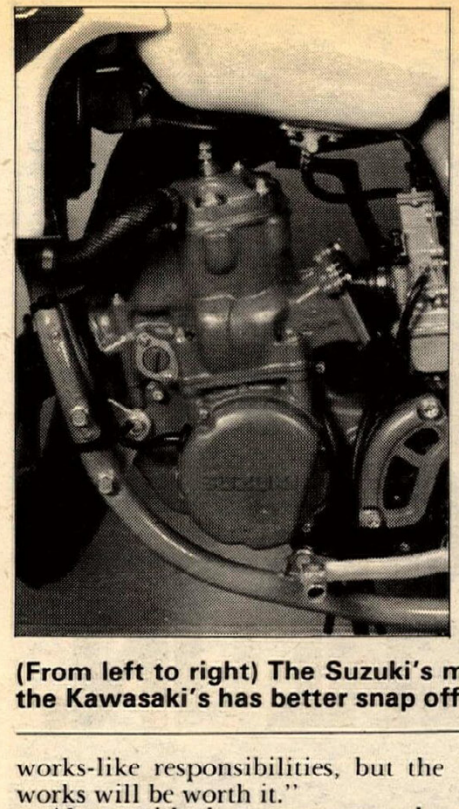
Last year, the Honda CR lost its stranglehold in the 250cc class due to a weak motor and poor suspension. So it's not surprising to see an all-new motor and refined suspension on the latest CR250R.

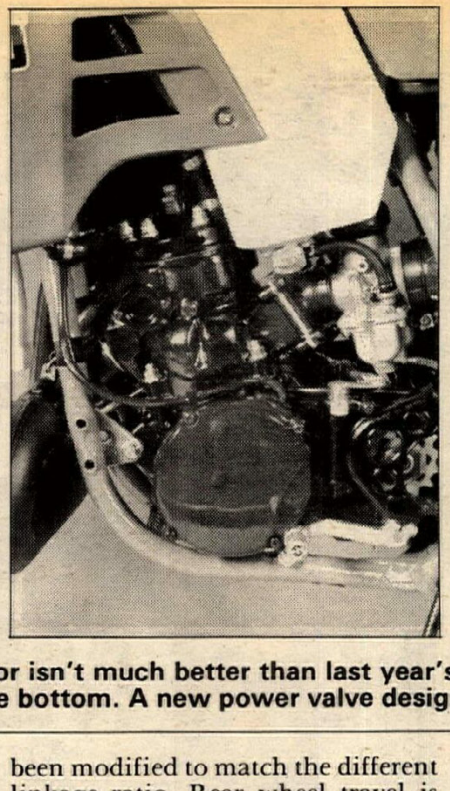
Honda went straight to the power-valve in search of more power and chucked the ATAC design for a totally new system, called Honda Power Port, or HPP. Unlike the ATAC system, which changes exhaust volume according to rpm, the HPP design has a rectangular valve on each exhaust port; the valve changes the size of the ports according to rpm. At low rpm, the valve closes, reducing port size; at high rpm, it opens, increasing port size. Although the HPP design seems efficient, it is mechanically complicated, and requires *constant* maintenance. The valves are susceptible to carbon build-up, which can make the valves stick open. Honda recommends using top-grade oil and tearing down the top end after every two hours of riding to inspect the valves and remove carbon. One Honda spokesman's explanation of this ritual is "Since the public wants works-like motorcycles, they'll have to accept

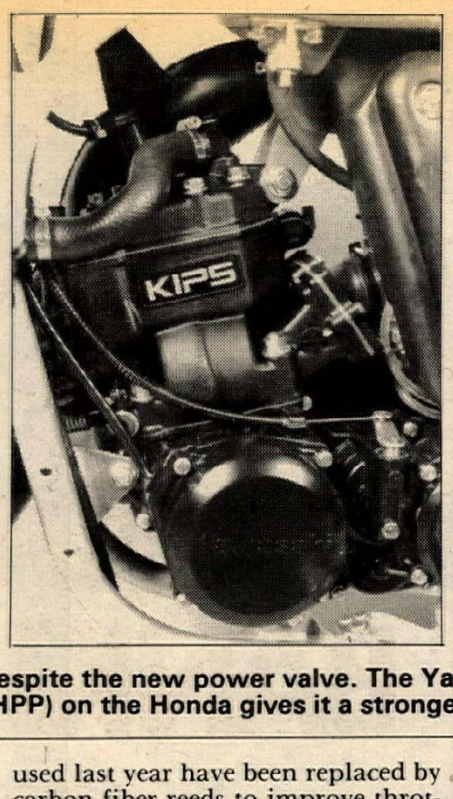
These two charts show how the 250s perform and compare to one another in nine different categories. Colors indicate each motorcycle: Yellow, Suzuki; red, Honda; green, Kawasaki; blue, Yamaha.

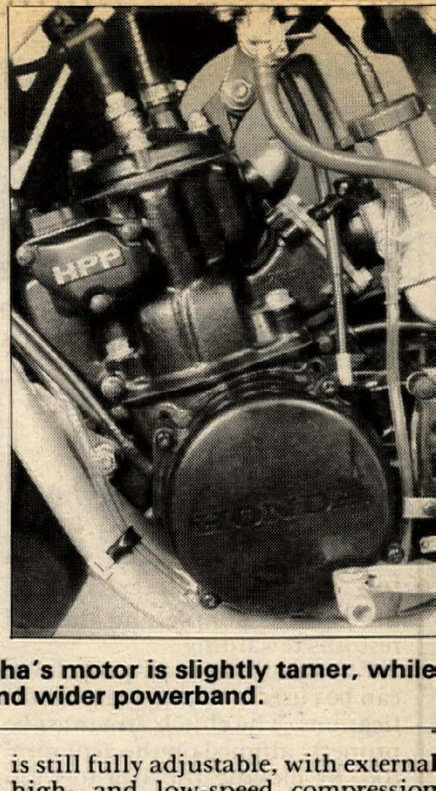












(From left to right) The Suzuki's motor isn't much better than last year's, despite the new power valve. The Yamaha's motor is slightly tamer, while the Kawasaki's has better snap off the bottom. A new power valve design (HPP) on the Honda gives it a stronger and wider powerband.

works-like responsibilities, but the works will be worth it."

Along with the new power valve comes new porting specs, a narrower piston port intake reed-valve chamber, and a lighter Nikasil-plated cylinder liner; enabling a tighter piston-to-cylinder clearance, a higher compression ratio and better heat dissipation.

The oval-bore, 38mm Keihin carburetor is 2.0mm larger than the carb used last year. The exhaust pipe is redesigned as well, with a new aluminum silencer attached.

The five-speed transmission is beefed up and has slightly different ratios; the kickstarter has a new gear ratio, too, for easier starting. The wet clutch has a redesigned lifter cam for a lighter pull on the clutch lever.

The CR now comes with 43mm Showa forks, which are similar to the ones used on last year's works bikes. They are the cartridge-type forks, which are also found on the CR500. The cartridge surrounds the rebound damper unit, keeping it free from air bubbles that form when the fork is hard at work. This keeps the damping action smooth and consistent. The fork has heavier fork springs and still have external rebound and compression damping adjustments, but the compression damping now has 14 settings instead of 12.

The rear Pro-Link suspension isn't radically changed but is refined to make the shock curve more progressive by lengthening the bottom link 17mm. Plus, internal valving has been modified to match the different linkage ratio. Rear wheel travel is slightly (2mm) shorter.

Most of the other changes made to the Honda are minor. The frame has the same dimensions as before, but is built of tubes with slightly thicker walls, and the single downtube from the steering head is now square, instead of round. The swingarm pivot bracket is more rigid, and two more bearings (for a total of four) have been added to the pivot area. The rear wheel now has two roller bearings (instead of one) on the drive side, and the rear sprocket has two more teeth (53). Seat height is 3mm lower and handlebar width is 10mm narrower.

Kawasaki KX250-D2

Last year's Kawasaki played second fiddle to the Yamaha, and although the 1986 KX doesn't look much different, it does have numerous refinements. The only noticeable change is the addition of a 7.5-inch rear disc brake, which the other three bikes don't have. Other than that, most of the changes are internal.

Much effort went to improve the Kawasaki's low-end, and overall engine performance. The cylinder head was milled to increase compression; intake ports were enlarged; the KIPS (Kawasaki Integrated Power-valve System) has larger sub ports, valve openings, and a redesigned governor. and the exhaust pipe is reshaped, primarily for stronger mid-range. The eight-petal epoxy-resin reed-valves used last year have been replaced by carbon-fiber reeds to improve throttle response. Other engine changes include exhaust ports which are no longer bridged, and a more-advanced ignition curve. The 40mm Mikuni carburetor is the same, but there is new jetting to match the KIPS changes.

The five-speed transmission is slightly beefed up; third and fourth gears now have square dogs for better engagement, and the outer clutch hub is 2mm wider (46mm).

The most radical change in suspension was made to the 43mm Kayaba forks. Kawasaki's Travel Control Valve (TCV) system has been adopted, varying fork compression damping according to travel. In theory, the TCV allows the fork action to be extremely sensitive over the smaller bumps, while maintaining enough compression damping to absorb the rough stuff. The fork has 16 externally adjustable compression damping settings, as before.

The Uni-Trak rear suspension isn't much different from last year's design. Unlike the 1986 KX125, the KX250 (and KX500) continue to use the Uni-Trak strut design, but with improvements. The shock strut adjustment bolt has been enlarged 2.0mm to prevent breakage, a common problem for many 1985 KX owners. The shock body is now 6.0mm larger (46mm), and shock rod diameter is up 2.0mm, from 14 to 16mm. The Kayaba shock is still fully adjustable, with external high- and low-speed compression damping settings.

The gas tank and seat are moved forward 15mm, and the seat is 15mm narrower at its widest point; the handlebars are also mounted farther forward, and the ribbed fenders are 10mm wider. Footpegs are also 10mm wider.

Yamaha YZ250G

Even though last year's YZ was the best Japanese 250cc motocrosser on the market, Yamaha felt the YZ still needed major changes for 1986. That's evident when eyeing the all-new Monocross rear suspension and radical styling. The new Monocross rear suspension, which utilizes a Yamaha-built shock, is (like the Suzuki) redesigned to lower and centralize weight. The bottom of the shock runs through the swingarm, where it attaches to new linkages; the shock is mounted lower and farther foward in the frame as seen on works Yamahas three years ago. The shock uses a piggyback reservoir as well as the BASS (Brake Actuated Suspension System) used last year. The BASS system decreases compression damping when the rear brake is used.

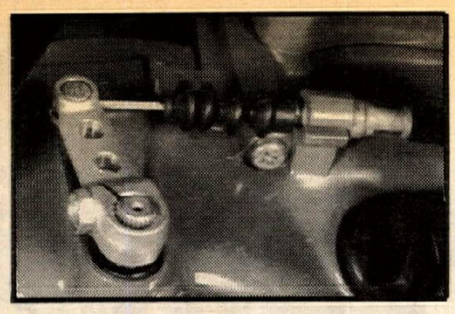
The new Kayaba forks have heavier springs, more rebound damping and the sliders are treated with Alumite anodizing to reduce friction between the stanchion tubes and sliders. The Alumite also decreases aluminum erosion from the sliders, reducing contamination and deterioration of oil. Fork boots are no longer used

Yamaha YZ250S

Engine type	Liquid-cooled, reed-valve, two-stroke single
Bore x stroke	68.0x68.0mm
Displacement	246cc
Compression ratio	8.2 to 9.7:1
Carburetor	38mm Mikuni
Horsepower	46 bhp @ 8250 rpm
Torque	30.2 ft/lbs. @ 7500 rpm
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gears
Final drive	#520 chain
Gear ratios	
Primary	63/24; 2.625:1
Final	50/14; 3.571:1
5th	22/23; 0.956:1
4th	24/21; 1.142:1
3rd	26/19; 1.368:1
2nd	28/16; 1.750:1
1st	30/14; 2.142:1
Frame	Single downtube, split double cradle
Rake	28.0°
Trail	4.69 in.
Front suspension type	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	12.0 in.
Rear suspension type	Single shock swingarm
Rear wheel travel	12.6 in.
Front brakes	8.9-in. disc
Rear brakes	5.12-in. drum
Front wheel	1.60x21 in.
Rear wheel	2.15x18 in.
Front tire	80/100-21 BS M22
Rear tire	100/100-18 BS M23
Claimed dry weight	213 lbs.
Certified wet weight	235.5 lbs.
Overall length	85.4 in.
Overall width	33.5 in.
Overall height	48.4 in.
Wheelbase	57.9 in.
Fuel capacity	2.1 gal.
Ground clearance	13.4 in.
Seat height	37.6 in.
Colors	White
Retail price	$2599

Suzuki RM250G

Engine type	Liquid-cooled, reed-valve, two-stroke single
Bore x stroke	67.0x70.0mm
Displacement	246cc
Compression ratio	8.3:1
Carburetor	36mm Mikuni
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	Suzuki PEI
Lubrication	Premix
Primary drive	Straight-cut gears
Final drive	#520 chain
Gear ratios	
Primary	59/23; 2.565:1
Final	50/14; 3.571:1
5th	22/22; 1.000:1
4th	21/18; 1.167:1
3rd	25/18; 1.389:1
2nd	27/16; 1.688:1
1st	29/14; 2.071:1
Frame	Single downtube, split double cradle
Rake	28°50'
Trail	4.4 in.
Front suspension type	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	11.8 in.
Rear suspension type	Single shock swingarm
Rear wheel travel	12.4 in.
Front brakes	Disc
Rear brakes	Drum
Front wheel	1.60x21 in.
Rear wheel	2.50x18 in.
Front tire	90/100-21 Dunlop
Rear tire	110/100-18 Dunlop
Claimed dry weight	213 lbs.
Certified wet weight	235 lbs.
Overall length	85.0 in.
Overall width	33.7 in.
Overall height	49.8 in.
Wheelbase	57.5 in.
Fuel capacity	2.1 gal.
Ground clearance	14.0 in.
Seat height	36.6 in.
Colors	Yellow
Retail price	$2649



For a lighter pull move the clutch arm forward one spline from stock.

Quick tips: Suzuki RM250G

To be competitive, the new Suzuki RM250 needs a few hours in the garage and a few bucks invested. Most of the work is simple and the end result is rewarding.

First of all, the hard-pull clutch can be cured with four easy modifications. The clutch arm must be properly aligned on the actuating rod, by moving the arm forward one spline on the rod. That causes too much slack in the cable, but the slack can be adjusted out on the cable itself. Make sure there is no sudden bend in the cable as it runs near the exhaust pipe, because a bend can cause the inner cable to bind. After thoroughly lubing the cable and greasing the cable ball end, the pull should be 50% lighter. A longer actuating lever would help even more; we also replaced the stock handlebar lever with a more-comfortable Honda CR lever assembly.

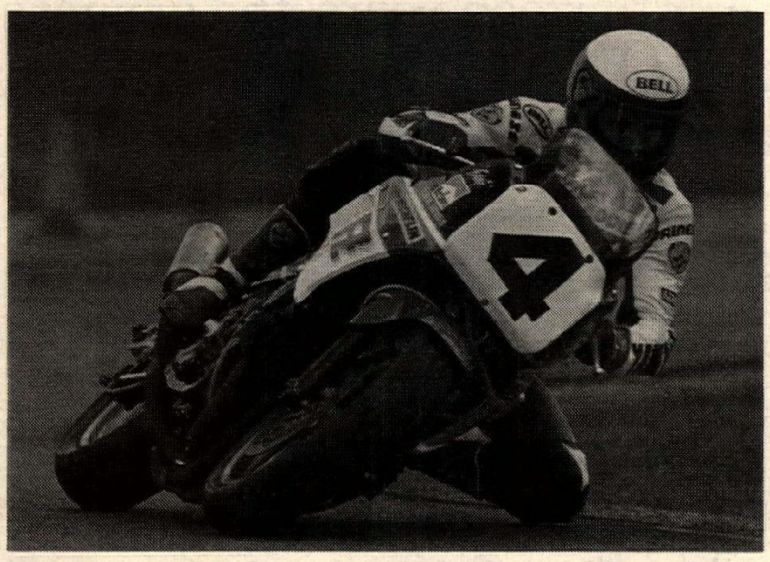
The Suzuki's front forks work best with heavier, 15w oil, with the fork oil level set 125-130mm below the top of the fork tube when fully compressed (minus springs). Other useful modifications include increasing preload 5mm with spacers cut out of PVC pipe, adjusting the compression damping valve (located at the bottom of the fork tubes) by turning the adjuster all the way in (clockwise), then backing two clicks out. With those changes, the forks become more sensitive to the smaller bumps and don't dive radically under hard braking.

The Suzuki's Kayaba shock takes a long time to break in, and adjustments shouldn't be made until after at least three to four hours riding time. Then, the preload adjustment can be set at 85-90mm of sag; measure the distance from the rear axle to the seat bolt on either side with the rear wheel off the ground. Then sit on the bike and have someone measure the same distance. The difference should be 85-90mm. Reduce compression damping by backing the adjustment knob on the shock reservoir all the way out, then go back in two-to-four clicks. Also reduce rebound damping by a couple of clicks from stock. If it all possible, it's a good idea to change shock oil at this time.

With the stiffer front end and softer rear, the Suzuki's suspension is much better, especially when braking. The harsh kicking vanishes and the front end no longer shakes over rough stuff.

We jetted our Suzuki (near sea-level) slightly leaner than stock, dropping the main jet from #300 to #290, and the pilot jet from #50 to #45. A Q-8 needle should be used with the clip set in the center. This cleaned up the Suzuki's overall performance throughout the range. An aftermarket filter element also helped.

TO WIN THE TOUGHEST RACE ON TWO WHEELS, EDDIE LAWSON BANKED ON MICHELIN.



The Daytona 200 is without a doubt the most brutal of all road races.

Its tortuous banked curves—along with the sheer speeds, duration and loads involved—create the kind of heat and stress that can make mincemeat out of tires.

So when Eddie Lawson came into town, he came on Michelins. (For that matter, so did over half of the rest of the riders who qualified for this year's 200.)

The result: an impressive win for Eddie, with a new track record to boot: 106.030 mph.

Michelin riders also swept all three classes of the Battle of the Twins. Including Marco Luchinelli winning the Grand Prix division.

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For thirteen years, the winner's circle at Daytona looked more like a Yamaha showroom.

The name appeared on banners, flags, hats and most importantly, the leathers of the guy who stood at the top of the winner's podium.

Thirteen years in a row. Thirteen victories in a row.

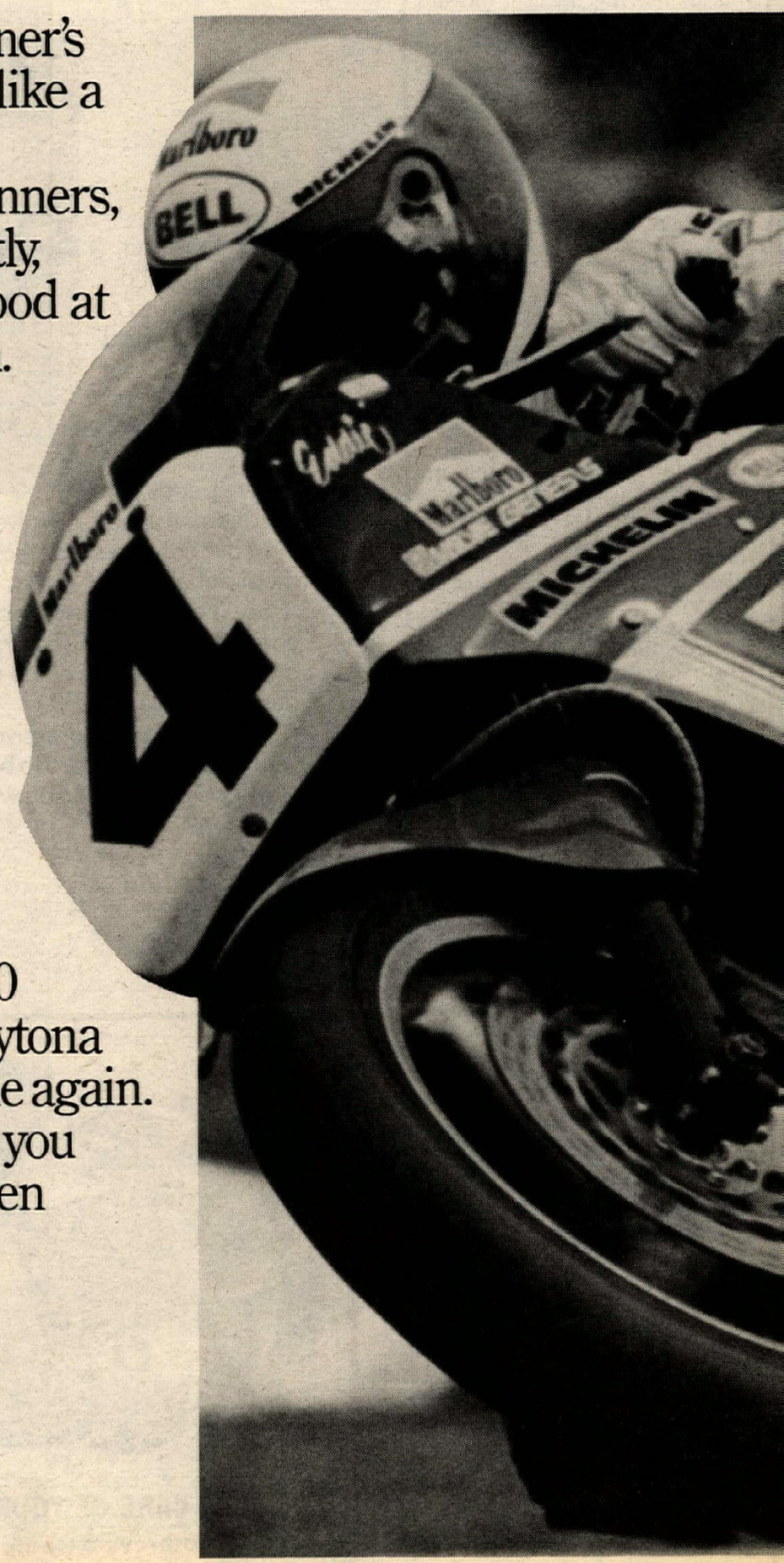
And then they changed the rules.

Daytona became a Superbike race instead of a Formula One event.

We had two choices. Complain...or build a great Superbike.

Just one year later, Eddie Lawson and the Yamaha FZ750 made the winner's circle at Daytona Motor Speedway look like home again.

Which proves one thing. If you can't beat 'em, join 'em. And then beat 'em.



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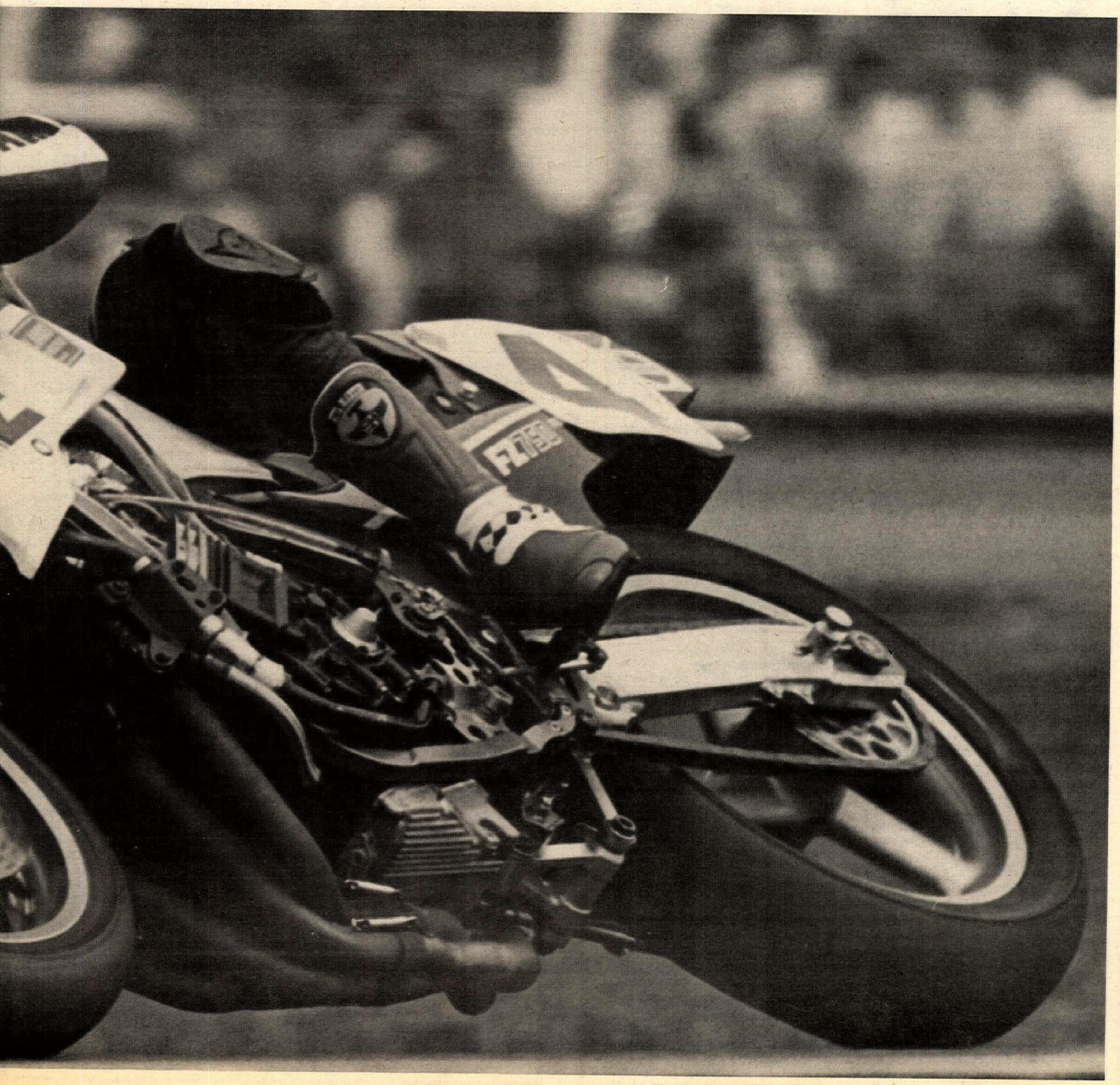
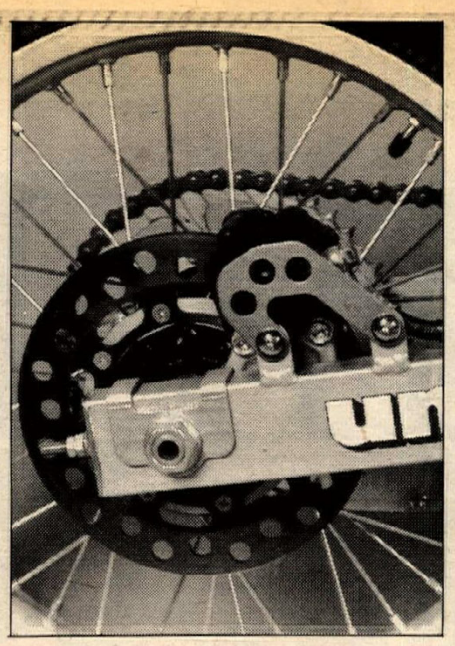


The YZ's Monocross suspension is second best to the CR's Pro Link.



There's no contest when it comes to best rear brake — the KX shines.

The chrome-moly steel frame has a 10mm-longer steering head to increase strength and to reduce fork flex. Gusseting around the swingarm pivot area has been increased.

The new gas tank, which holds 2.1 gallons, is reshaped and lowered on the left side and the new petcock is smaller.

The front disc brake is 20mm smaller in diameter, and the disc material is changed from stainless to S45C steel. Pad material is also changed to match the new disc.

The airbox and filter are larger in size to improve air flow and servicing. The airbox, side panels, rear fender and seat are interchangeable with the YZ125 and YZ490.

Wheels are unchanged, but the front hub is much smaller to reduce weight, and M-22 and M-23 Bridgestone tires replace M-37 and M-38 Bridgestones.

The motor in last year's YZ was so good that it probably could have gone unchanged another year without complaint. But Yamaha felt it needed modification to make the YZ's powerband even smoother than before.

Port timing is different than used for the 1985 YZ, and the YPVS (Yamaha Power Valve System) power valve is now 7.9mm smaller in diameter. The cylinder head now uses two O-rings instead of a single, flat head gasket; the head also has larger coolant passages, and a stronger head-stay boss.

The two piston ring locating pins are relocated to the upper edge of the groove (vs. the center), and, combined with reshaped rings, piston-to-cylinder sealing is improved to lengthen piston ring life.

To match to the new porting specs and smaller power valve, the exhaust pipe is redesigned, and the 38mm Mikuni carburetor has different jetting.

To help lower the center of gravity, the left radiator is mounted 20mm lower, and the right radiator is mounted 10mm lower. A new cross tube provides more rigid mounting, aided by new radiator shrouds which now mount to the radiators and the gas tank.

Transmission changes include more widely spaced fourth and fifth gear ratios; a 3.0mm-longer actuating arm on the clutch to lighten the clutch lever pull, and a slightly longer, folding aluminum shift lever.

A new, longer-lasting aluminum silencer, redesigned handgrips and a stronger kickstarter lever provide the finishing touches to the new YZ.

Riding

There are really no big surprises this year when comparing the horsepower of 1986 250s to 1985 250s. The most improved motor of the four is the Honda's. Last year's CR made good power off the bottom but flattened out too much on top. That's no longer the case with the new CR — it makes almost as much low end as before but the power doesn't let up like it used to, especially on top.

The rest of the bikes aren't radically changed from the previous year. Actually, the Yamaha's motor has *slightly* less overall power. It does, however, still pull extremely hard off the bottom and continues to pull and pull in a predictable and manageable way. Rarely is the clutch needed to help the motor out when exiting tight turns.

The Kawasaki has explosive power. It's super responsive to slight throttle movement at low RPMs, but lacks torque and mid-range pulling power compared to the Honda and Yamaha. It hits hard down low, mellows out in the middle, then hits hard again on top. It's a quick revver, and the transition from an exploding-type low end, to flat mid range makes the KX a little tricky to handle on rough, dry and slick tracks. The rear wheel likes to spin and suddenly shoots out to one side or the other when the throttle is quickly opened at low rpm. Given good traction, the KX is extremely potent, especially when blasting out of turns, but the front end likes to rise erratically when the rear wheel hooks up.

Unfortunately, the Suzuki feels very much like last year's RM. It still has absolutely no power off the bottom, but now comes on stronger in the middle and maintains decent power at high rpm. Coming out of tight turns, the Suzuki bogs off the bottom and takes too long to come on the pipe. Fanning the clutch usually helps the Suzuki hook up, but the lever is very hard to pull in; it's nearly impossible to pull with one finger.

The Suzuki's powerband is more suited to dry, slick conditions, where wheelspin can be used to advantage, gaining rpm and bringing the bike back onto the pipe quicker. Once the Suzuki reaches mid-range and hooks up, it pulls hard and predictably. A Beginner or Novice rider will like the Suzuki's non-explosive powerband, but an Intermediate or Pro will want more low end, and more revs on top,too.

Compared to each other, the Yamaha and Honda engines are the most evenly matched, plainly better than the RM motor, and marginally better than the KX's. Both have good low end and pull strongly through the gears in smooth fashion; on the track, neither of these bikes have a major advantage over the other in performance. But the Yamaha's motor is easier to maintain. The idea of having to tear down the CR's motor after *every* two hours of riding to remove carbon build-up off the power valves isn't appealing. Plus, when raced in longer events — such as GPs, which sometimes exceed more than two hours — the valves could stick open during a race. The Yamaha delivers the same kind of performance as the Honda without all that hassle.

All four bikes have excellent transmissions, and missed shifts were fairly uncommon throughout our testing. The only complaint we had was with the Yamaha's shift lever, which is still a little short for size-nine-and-larger feet; the Yamaha's shift lever throw is also extremely short, which takes a little getting used to.

Besides the previously mentioned hard pull experienced with the Suzuki, we were quite happy with the rest of the bikes' clutches. The Honda clutch is the smoothest of the four and has the lightest pull. Both the Kawasaki and Yamaha clutches are a little grabby, but other than that, work fine.

The Honda's Showa forks impressed us the most. They were the smoothest of the bunch, and we would do little to change them. The Yamaha's Kayaba forks are much improved over last year's mushy YZ forks. The stiffer fork springs, revalving and Alumite-coated damper rods really help out, but there is still room for improvement.

The Kawasaki's front end is a tad on the soft side, and stiffer (KX500) fork springs would probably help. In stock form, the forks feels too harsh and twitchy.

The Suzuki's forks are set up badly right out of the crate and could use serious modifications. The fork springs are way too soft and there isn't enough compression or rebound damping; the fork is always working in the stiffest part of its travel, making for an extremely harsh ride over smaller, squared-off bumps. In stock trim, the Suzuki's forks will pump up a rider's arms instantly on rough tracks.

The most improved rear suspension of the four is on the Honda. Last year's Pro-Link didn't cut it, but this year's Honda has the best rear suspension. Only the Yamaha's Monocross comes close to Honda's Pro-Link in performance. Both the Honda

Kawasaki KX250-D2

Engine type	Liquid-cooled, reed-valve, two-stroke single
Bore x stroke	70.0x64.9mm
Displacement	249cc
Compression ratio	10.4:1
Carburetor	Mikuni 40mm
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gears
Final drive	#520 chain
Gear ratios	
Primary	55/20; 2.750:1
Final	48/14; 2.428:1
5th	24/24: 1.000:1
4th	25/22: 1.136:1
3rd	25/18: 1.388:1
2nd	30/17: 1.764:1
1st	32/15: 2.133:1
Frame	Single downtube, split double cradle
Rake	28°
Trail	4.7 in.
Front suspension type	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	11.8 in.
Rear suspension type	Single shock swingarm
Rear wheel travel	12.6 in.
Front brakes	8.7-in. disc
Rear brakes	7.5-in. disc
Front wheel	1.60x21 in.
Rear wheel	2.15x18 in.
Front tire	80/100-21 51M Dunlop K990
Rear tire	110/100-18 64M Dunlop K990
Claimed dry weight	212.7 lbs.
Certified wet weight	235 lbs.
Overall length	86.2 in.
Overall width	32.1 in.
Overall height	48.2 in.
Wheelbase	58.3 in.
Fuel capacity	2.1 gal.
Ground clearance	14.8 in.
Seat height	37.8 in.
Colors	Lime green
Retail price	$2649

Honda CR250R

Engine type	Water-cooled, reed-valve, two-stroke single
Bore x stroke	66.4x72mm
Displacement	249.3cc
Compression ratio	9.9:1
Carburetor	36mm Keihin
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gears
Final drive	#520 chain
Gear ratios	
Primary	63/21; 3.000:1
Final	53/14; 3.786:1
5th	20/23; 0.870:1
4th	21/21; 1.000:1
3rd	23/20; 1.150:1
2nd	25/18; 1.389:1
1st	27/15: 1.800:1
Frame	Single downtube, split double cradle
Rake	28°
Trail	4.4 in.
Front suspension type	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	12.0 in.
Rear suspension type	Single shock swingarm
Rear wheel travel	12.6 in.
Front brakes	9.4-in. disc
Rear brakes	5.1-in. drum
Front tire	80/100-21 Bridgestone M-41
Rear tire	110/100-18 Bridgestone M-42
Front wheel	1.60x21 in.
Rear wheel	2.15x18 in.
Claimed dry weight	212.7 lbs.
Certified wet weight	234 lbs.
Overall length	85.8 in.
Overall width	32.5 in.
Overall height	47.8 in.
Wheelbase	58.3 in.
Fuel capacity	1.8 gal.
Ground clearance	13.4 in.
Seat height	37.8 in.
Colors	Red
Retail price	$2798

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KAWASAKI'S TICKET TO RIDE HITS THE ROAD AGAIN

Test ride a 1986 Kawasaki at the following tracks:

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Rosamond, California	Monterey, California	Fort Worth, Texas	Braselton, Georgia
March 27 & 28, 1986	April 5 & 6, 1986	April 12 & 13, 1986	April 19 & 20, 1986

$10 REFUNDABLE REGISTRATION

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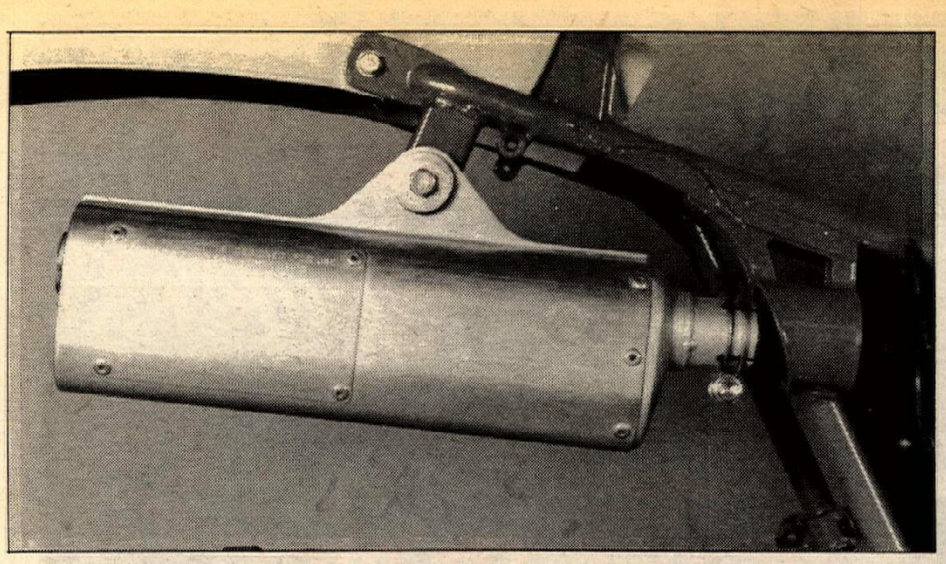


A new oval aluminum silencer comes stock on the Suzuki. Note the tunnel in the frame where the pipe and silencer attach.

and Yamaha have plush rear ends, but the Honda feels more stable over smaller, squared-off bumps.

The Kawasaki's Uni-Trak isn't far off the pace set by the Honda and Yamaha. It feels similar to last year's KX, being set up a little on the stiff side for the first half of travel. Beyond that, the Kawasaki is as good as the rest. The KX works great on tracks with gnarly whoop-do-doos and big jumps. Stability is excellent, and it rarely bottoms in stock form.

The Suzuki's Full Floater takes a lot longer than the others to break in — at least three hours of hard riding. After that, the Suzuki works noticeably better, but it never loses its harsh feeling. The Suzuki is a handful with the combination of too-soft, underdamped forks and too-stiff rear suspension, especially when braking over stutter bumps. The front end dives to the stiffest part of travel, while the back end rises and kicks badly while bouncing over the tops of the bumps.

Both the Honda and Yamaha are tops in the handling category, which includes braking, comfort, turning and jumping. The Honda is still the most comfortable, and easiest to adapt to of the four. The Honda's seat/handlebar/footpeg relationship is comfortable, as is the Kawasaki's. Both bikes feel light, and are easy to throw around. The Yamaha and Suzuki have seating positions that take a little while getting used. The Suzuki has a sinking feeling when sitting in the center of the seat, while the Yamaha has tall and strangely bent handlebars.

Both the Honda and Yamaha are excellent turners. In tight turns, the Honda and Yamaha are bullets; they can zip in and out of both tight and wide-bermed turns in a flash, without any tendency to climb up too soon or drift out too wide. Both bikes go where the front wheel is pointed. Good low-end power on both bikes also helps out a bunch.

The Suzuki is also a good turner, but the lack of low-end keeps it from feeling that way. Without that punch off the bottom, the Suzuki feels heavy in the turns and doesn't have that precise feeling that the Honda and Yamaha have. But when the clutch is slipped correctly, the Suzuki changes direction as well as the Honda and Yamaha.

The Kawasaki requires a bit more work than the others because of its tall seating position.

The Kawasaki smokes them all when it comes to braking. The rear disc is super strong, and all it takes is a light pressure on the brake pedal for it to start working. Combined with a decent front brake, the Kawasaki is effortless to stop but can be tricky. On dry ground, the rear wheel has the tendency to lock up if the rider gets sloppy with his right foot, such as when fatigue sets in. Both the Yamaha and Honda have excellent front brakes and good rear brakes. The Suzuki, on the other hand, doesn't have a strong front brake, and the rear brake is only decent. The problem up front is the plastic hydraulic hose. It flexes so much that there is a mushy feeling when pulling in the brake lever. The other bikes use braided stainless-steel lines.

All these bikes jump well, but you have to be a bit more cautious on the Kawasaki. Because of its responsive motor down low, it's easy to loft the front end a little too high when blipping the throttle over peaked jump. The Yamaha has a tendency to kick if the rider's weight isn't far enough back. The Suzuki is the most stable at take-offs and in the air; the Honda is next.

When it comes to the stopwatch, the Honda and Yamaha are the leaders in lap times, followed closely by the Kawasaki, then the Suzuki. The Honda and Yamaha are evenly matched; sometimes the Yamaha would win; sometimes the Honda. But the two are never far apart at any time, on any track.

Summary

The Suzuki needs work to be competitive, but that work is the type that can be done at home without spending gobs of money and time. After minor changes to the forks, shock, clutch and brakes, the Suzuki works.

The Kawasaki, on the other hand, can win races in stock trim, but its difficult, erratic powerband takes away a little bit of the fun for the novice rider. The Kawasaki is serious and is designed for the serious motocrosser; it's not for everybody, and in the right hands, the KX does the trick — it's no slouch.

But the top bikes in this four-way showdown are, without a doubt, the Yamaha and Honda. Choosing between them is tough. On the track, both bikes are top of the line, but the Yamaha is more practical to own for the average rider. Because of the power valve, the Honda requires a strict maintenance schedule. Every two hours or so worth of riding, the power valve could stick from carbon build up, almost eliminating the Honda from long-distance races such as GPs or enduros, or even everyday trail rides.

The Yamaha, on the other hand, requires less maintenance, can run competitively in those long-distance races and perform nearly as well as the Honda — nitpicking.

What it comes down to is this — for strictly motocross use, the Honda rates slightly above the Yamaha. For the rider who has a wider range of interests, such as racing MX, as well as GPs and enduros or riding on the trails, he'll be happier with the Yamaha. •

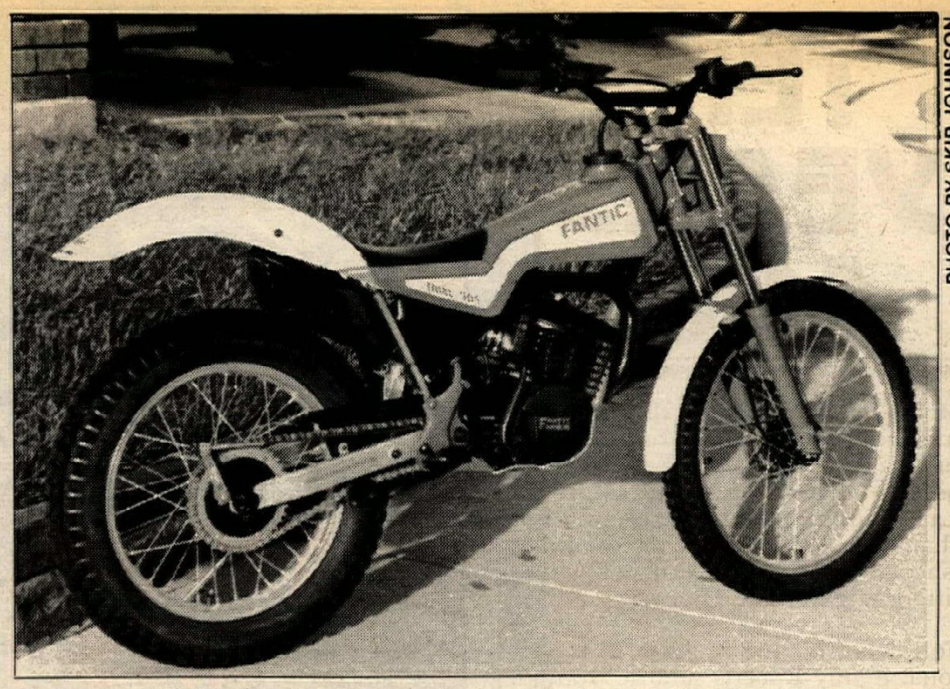


PHOTO BY SKIP JOHNSON

The first 30 Fantic 301 Trial machines have reached the U.S.; all of the 249.4cc, six-speed machines were pre-sold, and another shipment of 30 is expected. The Fantic weighs 189.2 pounds without gas and has a 52.4-inch wheelbase with 27° rake and 13 inches of ground clearance; bore and stroke are 74x58mm; carburetion is via a 26mm Dell'Orto. More information is available from TMI at 800/824-1433.

Wind

(Continued from page 3)

Sport Tracks Company was honored at the Hilltoppers Motorcycle Club's February 21 awards banquet in Long Beach, California as Sponsor of the Year; the award recognized Sport Tracks' support of grassroots off-road racing. Sport Tracks is involved with contingencies for Grand Sport tires at many desert and off-road events.

The Big H Speedway in Houston, Texas, will host an AMA Pro-Am flat track on April 20. This will be the first of many 1986 races scheduled at the facility by promoter Bob Bagwell.

The Tulare Vintage Motorcycle Show and Swapmeet will be held at the Tulare, California, Fairgrounds on April 26 with a road rally following on the 27th. Exhibitors from all over California, the East Coast, Canada and even Australia will display their classic and vintage motorcycles. For more information call 209/732-9265.

The Phoenix Supercross on May 10 at Sun Devil Stadium will mark the first time professional supercross has been held in the state of Arizona. The race will also feature off-road cars on a separate track much like the opening round of the series in Anaheim, California. For more information call 818/787-3497.

The Rodil Supercross in the Los Angeles Coliseum,which featured an infamous two-row start, will be shown in Los Angeles, California on March 29 at 1:00 p.m. on KABC, Channel 7. The race will also be shown in Providence, Rhode Island on the 29th at 1:00 p.m. on WAKR. On March 30, the show will be shown in Portland, Oregon, at 3:00 p.m. on KGW and in Fresno, California, at 1:00 p.m. on KAIL.

The Sonoma County Sports Cycle Association is sponsoring a benefit raffle for injured motocrosser Danny Chandler in conjunction with the North Bay Motorcycle Club on March 23. The $1 tickets are available by sending checks to the Pro Rider Benefit Fund for Chandler, SCSCA, Box 1014, Petaluma, CA 94953.

Little known fact: Yamaha Motor Corp. U.S.A. will prepare the FZ750 that England's Rob McElnea will ride against the U.S. squad in the Trans-Atlantic Series at England's Donington Park. McElnea will race under the Marlboro Yamaha banner on one of the FZ750s used at the Daytona 200.

Lew Atkinson, 70, died on February 24 in Columbus, Ohio. Atkinson was a life member of the AMA and the Enduro Riders Association and won the Jack Pine 500-mile Enduro in 1961. Atkinson had also raced on the old beach course in Daytona Beach, Florida, and owned Lew's Cycle Ranch in Columbus, Ohio, before retiring.

The opening round of the AMA/Nippondenso Supercross Series from Anaheim, California, will be shown nationwide on ESPN four times in April. The first telecast will air on April 3 at 5:00 p.m. Pacific time and 8:00 p.m. Eastern time with repeats following on April 13, 17 and 19 at various times. Check local listings for more details.

Amateur Supercross racing will be held on the Sundays following the April 12 Pontiac, Michigan Supercross and the April 26 Dallas, Texas Supercross. For more information on the Pontiac Supercross call 517/321-4351 or 813/822-8929 for Dallas information.

Gale "Motocross Mom" Webb will give her well-known Safety in Sports show at Knott's Berry Farm, in Buena Park, California, on March 22-30. Webb will give a total of 45 shows during the eight-day stint at the amusement park.

Kawasaki-mounted Dwight Rudder was left out of our March 12 coverage of the AMA National Hare Scrambles Championship story despite winning the 200cc A class at Saline, Louisiana. Rudder is sponsored by Trim Leathers and Jones Goggles.

Dr. John's Team Moto Guzzi was honored with the AMA Sportsmen of the Year award for the 1985 season at a ceremony at Daytona on March 6.

(Continued to page 27)

TEN YEARS AGO

Malcolm Rathmell won the English trials round of the FIM World Championship on his Montesa. Rathmell beat brothers **Arthur** and **Martin Lampkin** to pad his lead in the championship. **Mick Andrews** finished fourth on his Yamaha with fifth going to **Dave Thorpe**.

Following his tire blowout at Daytona, **Kenny Roberts** said he would like to see the AMA cut the 750cc road race formula down to 350 or even 250cc. "Speeds at places like Daytona have gotten too fast for safety anymore. One riding error, one mechanical breakdown and you're helpless. Racing is always risky, but going 180 mph on Daytona's front straightaway is too much. You can't even read the scoreboard anymore, you're moving so quickly."

The second round of the five-race AMA Supercross Series was held in the Houston Astrodome with riders racing in two motos on two consecutive nights. **Jimmy Weinert** went 7-1-1-2 to beat **Kent Howerton's** 2-3-3-5 tally while **Tony DiStefano** finished third with a 1-2-14-1. **Rich Eierstedt** won the Open Support class over **Gary Chaplin** and **Tony Wynn**.

Dropping only 18 points through two days and 80 sections, **Marland Whaley** won the second round of the California State Trials Championship in Texas Canyon, California. Whaley beat **Bernie Schreiber** and **Lane Leavitt**.

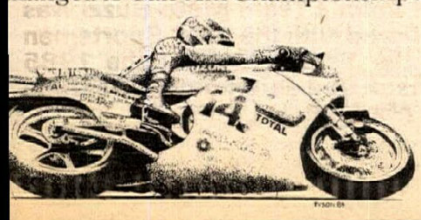
The D-37 Desert Squirrels desert race in Lucerne Valley, California, went to **Mitch Mayes** with **Bruce Ogilvie** and **Larry Roeseler** finishing second and third, respectively. Mayes was on an Open bike while Ogilvie and Roeseler finished first and second in the 250cc class.

Southern Trackin' Series action from Pompano, Florida saw **Martin Bushman** top the Novices and **Ted Boody** do likewise to the Junior/Expert final.

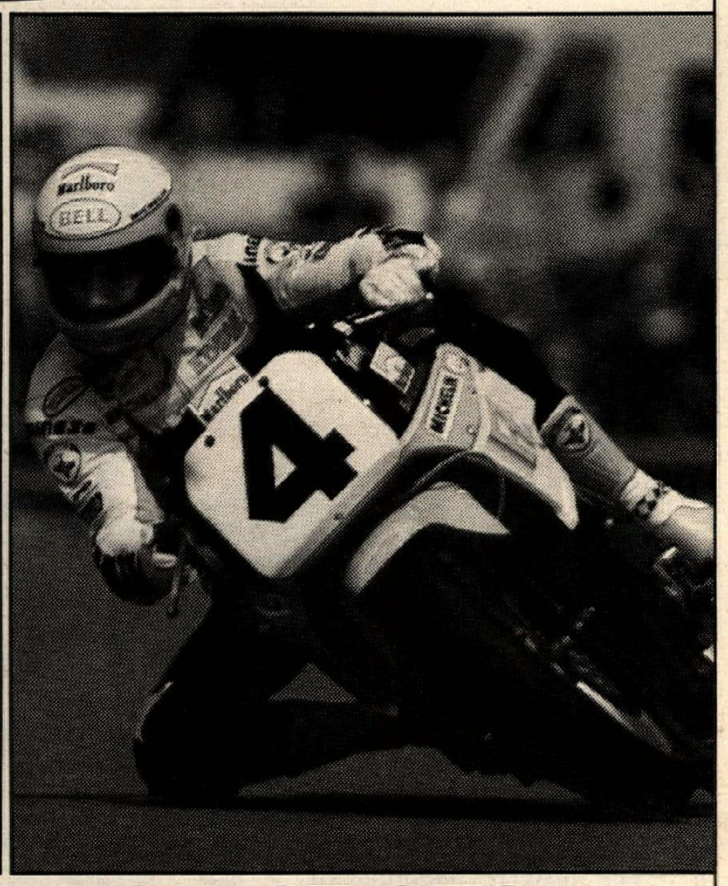
The opening race in the WERA National Series at Charlotte Motor Speedway had **Richard Schlachter** taking the 250cc GP class after being pursued by **David Emde**. **Dan Sorensen** and **Richard Chambers** battled it out for the Open Expert GP honors with Sorensen getting the nod.

Mark Hyde took the overall win in the Buckeye Raceway Hare Scrambles event in Parkman, Ohio. Hyde beat finished ahead of Open class winner **Albert Brookover** and 250cc class winner **Randy Artman**.

The AMA announced that the Can-Am motorcycle division of Bombardier Limited would sponsor the National Amateur Motocross Championships and the title would be changed to Can-Am Championships.



BELL HELMETS
WINNER'S CIRCLE



BELL CLAIMS TOP SPOTS AT DAYTONA

Daytona Speed Week should be renamed "Bell Helmet Week." That's because racers wearing Bell helmets claimed first-place finishes in the week's top two races.

Johnson Wins Daytona SX

The hottest man on the motocross/supercross circuit made it three wins in a row with his victory at the Daytona Supercross. Rick Johnson has now won three supercrosses and the only national motocross this season. Rick may be hot, but his head isn't, thanks to his Bell Moto-4, the helmet worn by more professional off-road racers than all other helmets combined. The Moto-4 features our exclusive Force Flow™ ventilation system to help keep you cool. Also standard on the Moto-4 is a removable, easy-to-clean polypropylene liner. Helmets manufactured by Bell were also worn by David Bailey and Broc Glover, who finished just behind Johnson.

Lawson Regains Championship Form

After a series of early lead changes, Eddie Lawson relied on his championship experience to win the Daytona 200 by almost a full minute. Eddie's choice of helmets — the Bell M-2. Designed with the help of the 1984 500cc World Roadrace Champion himself, the M-2 Lawson Replica Model is designed for the truly serious competitor. It features an adjustable, wire-screened ventilation system to direct in fresh air and help keep you cool. The fiberglass M-2 meets or exceeds Snell '85, ANSI Z90, DOT and many other performance standards.

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Gaddis and Pederson Win 1986 CMC Golden State Nationals with PJ1 Oils

Chad Pederson of Ft. Dodge, IA and 5 of the top 10 Overall Series Finishers in the 85cc 12-16 yr. Int. Class have made the switch up to PJ1 oils and lubricants.

Jimmy Gaddis wins the final round of the 80cc Expert Class, plus 8 of the top 10 Overall Series Finishers also use the winning line of PJ1 oils and lubricants.

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It's time for you to switch up!
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(Above) The start of the La Touquet Beach race in France that was won by KTM's Kees van der Ven (inset). (Below) Second placed Laurence Spence.

Van der Ven is top sandman again

LA TOUQUET, FRANCE, FEB. 23

Dutch sandmaster Kees van der Ven made it an amazing five wins in a row for himself and the KTM factory at the La Touquet beach race where 250,000 people saw van der Ven slowly build up a seven minute and 45-second lead by the time the checkered flag fell.

And that lead was from Ulsterman Laurence Spence, who was disqualified last year, but made amends on his factory KTM and got his 1986 season off to a good start with an aggressive second against the world's best.

Dutchman Jan Van Poppel beat lanky Belgian veteran Jaak Van Velthoven for third while a pack of home riders followed. Olivier Perrin and Jean-Luc Fouchet finished fifth and sixth while another Dutchman, Dinand Zijlstra was seventh. The amazing thing was that all of the above seven riders were mounted on KTMs. The first rider to finish on any other brand was Belgian Christophe Groux, who was drafted into the Sonauto Yamaha team as a last minute replacement for fellow Belgian Robert Greisch.

As KTM team manager Calman Cseh commented jubilantly after the race, "We have the best riders on the best bikes with the best support." As far as the Le Touquet race is concerned, it would be a foolish man who argued with that.

In terms of preparation and back-up, KTM are way ahead of their nearest rivals at La Touquet. Only the French Sonauto team, heavily backed by the Gauloises cigarette company, comes close. And on Sunday, their luck was out.

Much liked by the local press before the race, their top racer Hakan Carlqvist only managed a lap on a misfiring YZ490 in IT guise before throwing the offending machine against his van in the pits. Jacky Vimond rode his heart out only to be let down by pit crew bungling when a holed exhaust required changing. A later wheel change cost him more places and he finished 13th with 11 laps, one fewer than the top 11 riders.

The revitalized Graham Noyce delighted his many fans by occupying 15th spot on his KTM, despite a poor start, several crashes and an admitted lack of preparation for his first attempt at the race — Noyce had to stop every three laps for fuel instead of the six managed by most of the top runners.

Of the other British license holders, expatriate Australian Brian Bader was by far the best. He forced his 490 Yamaha through 10 laps to finish right behind former Paris-Dakar winner Cyril Neveu and take a superb 22nd spot.

For many the end of the beach start straight was the end of the race. Many riders found machine problems early in the going. The top Honda rider on the day was 12th place man Eric Geboers. The unlucky Belgian 500cc Grand Prix ace was holding second in front of Spence on the last lap when he seized his works engine almost within sight of the finish. He was the first rider to complete 11 laps.

Andre Malherbe was well up in the early stages of the race, but on lap nine, just as he accelerated out of the dunes onto the beach, his CR's motor seized. The former 500cc World Motocross Champion had already holed his exhaust in a collision which made it run fatally weak.

Malherbe, ever the professional, claimed that he had hit a patch of ice and had hurt his ribs and wrist, but eyewitnesses say there was no ice where he went down in soft sand. Despite appearing unhurt, he showed no hurry in getting to his bike, even when a Gendarme picked it up for him.

French enduro specialist Marc Morales was the rider eventually chosen to give the new four-stroke KTM its debut. The decision was taken two days before the race after much speculation that van der Ven would ride it. In the end van der Ven decided to stay with the tried and trusted two-stroke. Morales completed six laps on the bike and proved to have the same speed down the beach as the two strokes. KTM wouldn't admit to any problems but as Morales was sixth after the first lap and only made one pit stop for fuel, something somewhere must have gone awry. Morales finished in 296th place.

In the end it was van der Ven's day. He led the way off the line and despite being passed by several riders before the end of the beach, he was back in front by the end of the first lap. After that he just pulled away making it look easy.

Results

12TH ENDURO DU TOUQUET: 1. Kees van der Ven (485 KTM); 2. Laurence Spence (485 KTM); 3. Jan Van Poppel (485 KTM); 4. Jaak Van Velthoven (540 KTM); 5. Olivier Perrin (238 KTM); 6. Jean-Luc Foudhet (486 KTM); 7. Dinand Zijlstra (485 KTM); 8. Christophe Groux (490 YAM); 9. Dominique Hamard (490 YAM); 10. Gilles Lalay (491 HON); 11. Patrick Drobecq (496 KTM); 12. Eric Geboers (495 HON); 13. Jacky Vimond (490 YAM); 14. Guy Albaret (500 KTM); 15. Graham Noyce (495 KTM); 16. Patrick Boniface (250 HON); 17. Yanning Kervella (495 KTM); 18. Jean-Marc Blanchy (500 KAW); 19. Christian Vimond (500 HON); 20. Girogio Grassoni (250 KTM).

Smith (shown), Ashcraft and Chris Crandall made it a Husky 1-2-3 sweep.

Hare & Hound

(Continued from page 10)

for those rest spots more than anything!"

In the Novice/Beginner start, the Open class KTM of Tommy Voss set the pace right off the line. Voss, riding for Pro-Cycle KTM, was at the head of the pack at the end of the bomb run, and had built up a five-minute lead over the next Novice competitor, 250cc class Jim Eveland, as they went into the pits. Voss held on to his lead in the second loop and took the checkered flag with a comfortable margin, and 76th place in the overall standings.

"It was rough. My hands will tell you that," Voss said as he pulled off his gloves to reveal bleeding blisters. "There was a lot of cross-grain stuff — that's what causes the blisters." Voss also confessed to being a little tired after losing the seat of his bike a few miles before the finish. "I have to go back and get my seat," he said. "I lost it about two miles back, right where the two loops come together. I had to stand up all the way in from there."

Voss, who took second overall Novice in last year's Barstow-to-Vegas race, said he's expecting to transfer to Amateur any time now, and wanted to thank his club, the 100's MC, for their help with his ride.

There was a tussle in the 250cc Novice class as early leader Mark Schneider lost his lead to Jim Eveland at the end of the first loop, and had to fight back in the second loop to regain the first place position. Schneider, who was running third in class at the end of the bomb, was passed in a strong bid from Eveland, who worked his way up from a slower start that left him in ninth place at the bomb. By the time the pair reached the pits at the end of the first loop, Eveland was running second overall in the Novice competition, with Schneider back in fifth overall, but when the checkered flag fell, it was Schneider in front once again.

"The first loop was straight, flat and a lot of whoop-de-doos," said Schneider. "The second loop was rough and tight, and I like the tight stuff better. I got lost once and got just a little bit off the course, but otherwise it was great."

Jim Eveland said his problem was being out of practice. "I rode Riverside last weekend," he said, "but apart from that I haven't been on one of these in 10 years. I had a lot of fun though." •

Unofficial Results

OVERALL: 1. Dan Smith (Hus); 2. Dan Ashcraft (Hus); 3. Chris Crandall (Hus); 4. Paul Krause; 5. Jon Shuler (Yam); 6. Kenji Gauthier (Yam); 7. Dale Knapp (Hus); 8. #161; 9. Duane Summers (Cag); 10. Richard Jackson (Hus).

AMA Loretta Lynn's Presented By HONDA

AMATEUR, YOUTH, SENIOR & WOMEN

NATIONAL MOTOCROSS CHAMPIONSHIPS

MX SPORTS

THE WORLD'S GREATEST MOTOCROSS VACATION

1986 QUALIFYING SCHEDULE

June 7 & 8 AMATEUR & YOUTH AREA QUALIFIERS (Minimum ten advance)

June 21 & 22 AMATEUR REGIONAL CHAMPIONSHIPS

June 28 & 29 YOUTH REGIONAL CHAMPIONSHIPS

Areas with Regionals only:
SOUTHWEST—May 24 & 25
NORTHWEST—May 31 & June 1
SO. CENTRAL—June 21 & 22
SMOKEY MTS.—July 5 & 6

August 13-16 NATIONAL CHAMPIONSHIP
Loretta Lynn's Dude Ranch
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Aquasco, MD — (301) 354-2525
EVANSVILLE MX PARK — Sat. YTH-Sun. AM
Evansville, PA — (717) 759-2841
MOTO SPORT TRAILS — Sat. AM-Sun. YTH
Malvern, OH — (216) 823-3786
STARDROME MX PK — Sat. YTH-Sun. AM
Summersville, WV — (304) 872-5369
(ENTRY DEADLINE MAY 19)
AMATEUR REGIONAL CHAMPIONSHIP
BROOM TIOGA SPORTS CENTER
Binghamton, NY — (607) 648-4997
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STEEL CITY USA
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SOUTHEAST AM & YTH LOCATIONS
HELL HOLE CREEK PK — Sat. AM-Sun. YTH
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Terra Haute, IN — (217) 466-3220
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Millville, MN — (507) 753-2916
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LOCATIONS OF 2-DAY REGIONALS ONLY
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LAS VEGAS MX PARK (Southwest) — May 24 & 25
Las Vegas, NV (Entry Deadline May 5) — (702) 564-2677
THURSTON ORV PARK (Northwest) — May 31 & June 1
Olympia, WA (Entry Deadline May 12) — (206) 426-8090
LAKE WHITNEY (So. Central) — June 21 & 22
Lake Whitney, TX (Entry Deadline June 2) — (713) 641-3025
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11. Plus 25 (& Up)

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13. 250/500 C Novice
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16. 85 Stock (12-13)
17. 85 Mod. (12-13)
18. 85 Stock (14-15)
19. 85 Mod. (14-15)
20. 125 B Stock (12-15)
21. 125 B Mod. (12-15)
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PHOTOS BY TODD ESCHBERGER

(Above) Dennis Hawthorne rode his KX to a second in the 250cc Expert class, while Paul Winn (below) also placed second in the Mini Sr. race.

10th Annual Grand National Championship Finals:

Watts, Surratt, Simmet tops in Texas

By Todd Eschberger

LAKE WHITNEY, TX, MAR. 7-9

Tommy Watts, "Wild" Willie Surratt and Rick Simmet were some of the weekend's fastest riders at the 10th running of the motocross Grand National Championship Finals at Lake Whitney Cycle Ranch in Texas. Kawasaki rider Watts was the most productive of the three, winning not one but two classes, the 250 and 500cc Expert races, while Surratt topped the 125cc Expert class and Simmett the 105cc Mini division. Another Kawasaki rider, Jeff Emig, from Kansas City, Kansas, captured an overall title after going 3-1 in the Mini Senior class.

Friday's racing began with qualifiers for riders needing a chance to get in on the weekend's action. After the last chance qualifiers, the excellently prepared course by Kenneth Lawson and crew was opened for practice. The weekend was overflowing with great and close racing all the way from the Pee Wee class to the Over 30 Masters class. Races were run smooth as silk and the event was very well organized, considering there were just over 1000 at the event.

Some of the highlights during Saturday's racing began with the run offs for Sunday's finals. It seemed Kawasaki was going to dominate the Mini classes after DMC/Scott/Gear Racewear-sponsored Jason Langford (Kaw) and Malcolm Smith/PJ1/Scott/DMC-sponsored Dennis Stephenson (Kaw) each won their heat races. However, Honda rider Simmet (PJ1/Oakley/Axo) beat Langford in the 105cc outing.

In the 125cc Expert heat race, Yamaha rider Todd DeHoop (Scott/Gear Racewear/Shoei) led right from the start to the final lap only to be passed by Dennis Hawthorne over a set of double jumps to take the win. However, Hawthorne was protested for that double-jump pass and was dropped back to second place in the results.

In the next 125cc Expert heat race, Surratt took the win, but in the race, Yamaha rider Dale Storbeck crashed and took out Carroll Richardson, who suffered an ankle injury.

Mike Larocco and Lowell Thomson battled in the first 250cc Intermediate heat race with Larocco emerging on top, while David Campbell (Gregory's Motorcycles/Gear Racewear) won the second heat race.

Sunday's racing featured all the finals in every class, and in the 250cc Expert final, Yamaha rider Jeff Schumacher (Malcolm Smith/Yam) jammed into the early lead ahead of Watts, Kit Vick, Jeff Stanton and Hawthorne. This order remained the same for the first five laps before Hawthorne moved into second. Again Hawthorne made a pass on the next lap after slipping by Vick for third. As the race neared its end, Watts was pushing Schumacher in every turn then passed the leader. Watts went on to take the win, while Hawthorne nipped Schumacher on the final lap for second place. Stanton took third followed by Vick.

The 125cc Expert race saw Honda rider Robert Naughton (Gear/Oakley/Moto Pro) jam into the lead, while Surratt (AXO/FMF/Kal-Gard), Don Schmit, Scott Chesser and Storbeck chased. During the first lap, Storbeck's fork leg lodged into Chesser's swingarm and he couldn't pull it free.

As the race continued, Surratt was hounding the leader, Naughton, and finally found an opening during the fifth lap. Following closely in third and fourth were Schmit and Shaun Kalos (JT Racing/Oakley/Hon). For the rest of the race, the battle for the lead was intense, but Surratt held on to take the win, followed by Naughton, Schmit and Kalos.

"I was real nervous running that close, and I wanted to keep it a clean race," said Surratt. "I was worried about Schmit more than anything."

In the 250cc Expert race, Watts quickly took the lead with Hawthorne, Stanton and Doug Fellers in pursuit. Watts, Hawthorne and Stanton began pulling away from the rest of the pack as the moto progressed. It was a close race right down to the finish with Watts hanging on to take the win ahead of Hawthorne, Stanton and Fellers. "I felt good, today, but I got blisters on my hand from not riding much back home," said Watts. "It's pretty tough to ride three classes like this."

It was Larocco's day in the Intermediate classes, winning three out of four classes. Larocco didn't win without a battle by Kawasaki rider Lowell Thomson (Team Green/Malcolm Smith/DMC/EP/Scott/PJ1). Thomson did, however, steal the win in the 125cc Modified Intermediate class but finished runner-up to Larocco in the other three races.

Dennis Stevenson captured the holeshot in the 105cc race, but Simmet (PJ1/Pro Circuit/AXO), Chad Montero (C&W Racing/O'Neal/Yam), Emig, and Jason Schultz (Kaw) were close behind. Stevenson and Simmet were the star attraction in this race as they battled for the lead. Eventually Simmet made his move and darted by Stevenson, taking over the lead, and went on to take the win. Both Montero and Emig (Team Green/PJ1/Scott/Answer) slipped by Stevenson by moto's end, finishing second and third. "I had some bad luck in my other races," said Simmett, "but this win makes up for it."

There was quite a thrill in the Mini Senior class as Chad Montero (C&W Racing/O'Neal/Yam) took the early lead ahead of Paul Winn (Scott/PJ1/Yam). Montero and Winn engaged in a heavy-duty dogfight for the next few laps, then everything went haywire. As the two leaders headed up Chuck Sun Hill, Montero and Winn collided in mid air, the two crashing hard. As they raced to remount, Emig and Chris Neal motored by, while Winn recovered ahead of Montero. Shortly after, Stevenson passed Montero, and the first five riders remained bunched up for the remainder of the race. At the finish, it was Emig taking the climactic win followed by Neal and Winn.

Colin Edwards II (Yamaha Motor Corp./O'Neal/Bell/Scott) emerged as the weekend's only three-class winner. Edwards and his Yamaha swept the Mini Mini, Mini Jr. and the Mini Stock (7-11) classes easily. Honda rider Butch Smith (American Honda/Scott/PJ1) finished second to Edwards in the Mini Jr. and the Mini Stock (7-11) classes, while Mack Vander Beek placed second in the Mini Mini race.

Yamaha rider Robbie Reynard, from Moore, Oklahoma, easily handled the Teeny Mini (50cc) class with strong first-place performances. Reynard's (O'Neal) nearest competitior was Kevin Windham, from Baton Rouge, Louisiana, who finished second overall. Third and fourth fell to Shawn Mann (Yam) and Jeffrey Easley (Yam), while Robbie Skaggs (Yam) rounded out the top five.

Colin Edwards (Yam) used a 2-1 score to steal the overall win away from Butch Smith (Hon, 1-3) in the Mini Jr. class. Michael W. Walling (Kaw), Mack Vander Beek (Kaw) and Steve Petres (Yam) finished 3-4-5. •

Results

TEENY MINI (50cc): 1. Robbie Reynard (Yam); 2. Kevin Windham (Yam); 3. Shawn Mann (Yam).

MINI MINI (60cc): 1. Colin Edwards II (Yam); 2. Mack Vander Beek (Kaw); 3. Steve Petree (Yam).

MINI JR.: 1. Colin Edwards II (Yam); 2. Butch Smith (Hon); 3. Michael W. Walling (Kaw).

MINI STK (7-11): 1. Colin Edwards II (Yam); 2. Butch Smith (Hon); 3. Michael W. Walling (Kaw).

MINI STK (12-15): 1. Chris Neal (Yam); 2. John Kitsch (Kaw); 3. Rick Simmet (Hon).

MINI SR: 1. Jeff Emig (Kaw); 2. Paul Winn (Yam); 3. Chris Neal (Yam).

MINI 105: 1. Rick Simmet (Hon); 2. Chad Montero (Yam); 3. Jeff Emig (Kaw).

125 NOV: 1. Roy Schellenberger (Yam); 2. Jeff Carpenter (Yam); 3. Mike Tate (Kaw).

125 STK NOV: 1. Roy Schellenberger (Yam); 2. Jeff Long (Kaw); 3. Chris Walter (Hon).

125 INT: 1. Lowell Thomson, Jr. (Kaw); 2. Dennis Stephenson (Kaw); 3. Brett Schumate (Hon).

125 STK INT: 1. Mike Larocco (Yam); 2. T.J.Mooney (Hon); 3. Brett Shumate (Hon).

125 EX: 1. Willie Surratt (Hon); 2. Robert Naughton (Hon); 3. Don Schmit (Kaw).

250 NOV: 1. Chad Clay (Hon); 2. James Skinner (Suz); 3. Ricky Lester (Hon).

250 STK NOV: 1. Jimmy Brewer (Kaw); 2. Todd Kale (Yam); 3. Carl W. Browning (Yam).

250 INT: 1. Mike Larocco (Yam); 2. Lowell Thomson, Jr. (Kaw); 3. Tony Bullard (Yam).

250 STK INT: 1. Mike Larocco (Yam); 2. Lowell Thompson, Jr. (Kaw); 3. Jeff Bailey (Kaw).

250 EX: 1. Tommy Watts (Kaw); 2. Dennis Hawthorne (Kaw); 3. Don Schmit (Kaw).

OPEN INT: 1. Andy Michner (Kaw); 2. Sean Blanchard (Kaw); 3. Troy Rogers (Yam).

OPEN EX: 1. Tommy Watts (Kaw); 2. Dennis Hawthorne (Kaw); 3. Jeff Stanton (Yam).

OVER 30: 1. Darcey Brasel (Yam); 2. Dave DeArmond (Kaw); 3. Paul Burnett.

OVER 30 MSTR: 1. Dave Miller (Kaw); 2. Robby Neeley (Kaw); 3. Jeff Jones (Hon).

Wind

(Continued from page 22)

The last round of the three-race Speedway Spring Classic Series scheduled for Long Beach, California on March 15 was rained out and cancelled. Kelly Moran was declared the winner of the shortened series, which saw previous rounds held in Costa Mesa and San Bernardino, California. No rain date could be scheduled due to the imminent departure of riders for the start of England's speedway season.

At presstime we received notice that the March 22 meeting of the California Off-Highway Motor Vehicle Recreation Commission had been moved on short notice from the Tropicana Inn to the Hacienda Hotel in Fresno, California at the intersection of Highway 99 and Klinton. The meeting will follow a March 21 inspection of the proposed Martin Ranch OHV area. More information is available from 209/486-3006.

The 1987 Motocross des Nations will be held at Unadilla, New York; the September 13, 1987 international team motocross race will mark the event's first time in the U.S. In addition, the FIM has granted the U.S. two motocross Grands Prix, a 250cc GP to be held at Hollister Hills, California and a 125cc GP to he held at Steel City, Pennsylvania; the FIM will not award a 500cc GP to the country hosting the Motocross des Nations.

MotorWeek Illustrated's Dave Despain broke his lower right leg and suffered cracked ribs in a crash on the last lap in the last corner of a Novice-class road race at Roebling Road Raceway in Faulkville, Georgia. Despain, who had already won one Novice-class race and who had run out of gas while leading another, crashed while going for the lead. •

MOTORCYCLE INDUSTRY CHANGES

Returned Jeanne Sleeper, to Stadium Motorsports Corporation after about eight months in the real estate management business.

Moved To a new facility in Huntington Beach, California, UFO Design, manufacturer of plastic motorcycle and ATV accessories; for more information call 714/892-4420.

Named Official spokesman for Hi-Point Boots, Bob Hannah, by owner John Penton; for more information call 216/244-4101 or 916/635-2141.

Bought The Pit Stop in Orange, California, by Off-Road Rentals Inc.; Pit Stop rents ATVs, motorcycles and Jet Skis; for more information call 714/771-7390 or 714/771-2405.

Hired By the Cypress, California-based Yamaha Motor Corp. USA testing department, Los Angeles Trade Tech graduate Darren McFall; previously service manager at Town and Country Suzuki in Fullerton, California. •

98 KUPD WELCOMES

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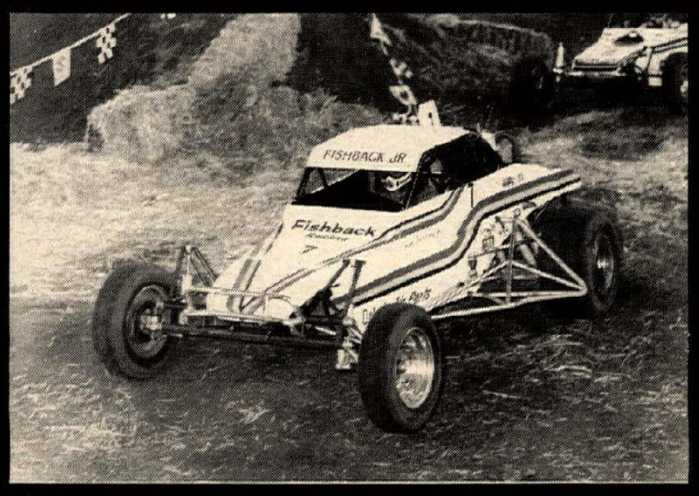

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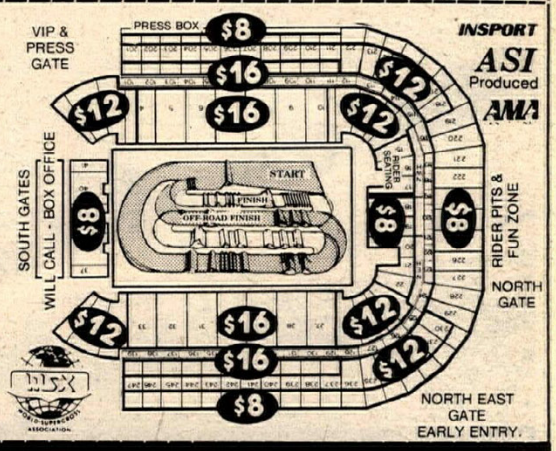

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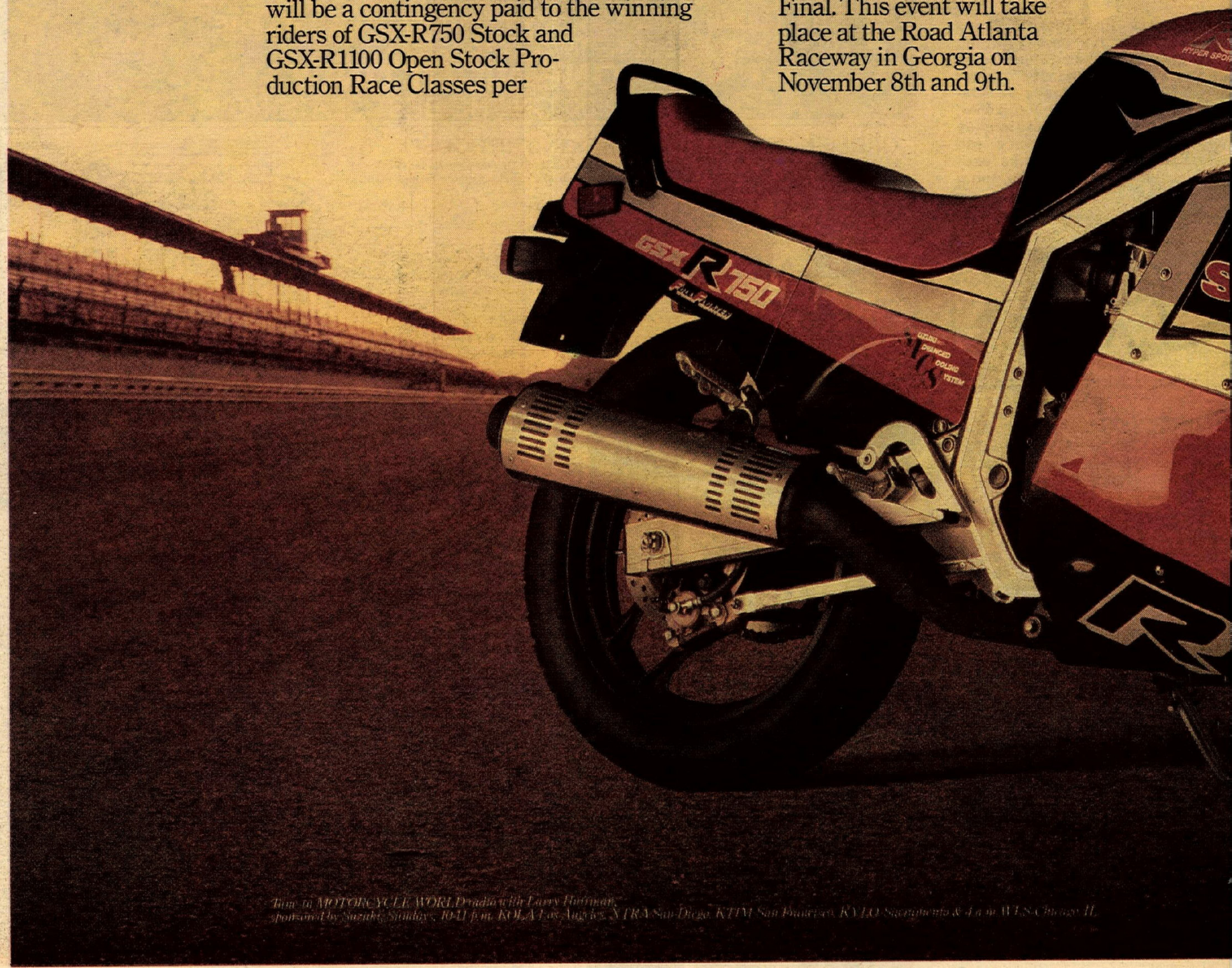
Take a look at that purse again, that's pretty serious money. But it's just the beginning. The top five racers from each participating club in the 750 Stock Production Class racing a Suzuki GSX-R750, plus the top three racers in the Open Stock Production Class racing a Suzuki GSX-R1100 will be invited to the special 1986 Suzuki GSX-R National Cup Series Final. This event will take place at the Road Atlanta Raceway in Georgia on November 8th and 9th.



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Also, the club whose members earn the most points in the Final will be awarded $1,000 for the club treasury. So what are you waiting for? Stop spinning your wheels. The $285,000 1986 Suzuki GSX-R National Cup Series is here. And all that money could be yours. After all, somebody's going to win it, it might as well be you. For more information and an application form, go to your nearest Suzuki dealer. And don't forget, you can also renew your Association membership while you're there.

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PHOTO BY CISSY WEBB

Mark Gruber (48) beat brother Rick (47) and Mark Yonjof to the checkers in the Pro Final at Loon Lake in Antioch, Illinois.

Loon Lake Ice Race Series: Round 9

Gruber brothers groove Loon Lake ice

By Linda Blum

ANTIOCH, IL, MAR. 2

The Koehler Scale/North Shore Racing-sponsored Gruber brothers, Mark and Rick, rocked round nine of the Loon Lake Ice Race Series, claiming the Open Pro and Pabst 250 Challenge, respectively.

Rotax-mounted Mark Gruber dominated the Pro class with a strong up-front performance, scoring both the heat and final wins for the sweep and leaving the dice to runner-up Rick Gruber, Mark Yonjof and Tim Farrell.

The late season, well-worn-ice effect played a role in shaping the chase and altering outcomes. Rick Gruber wrested the early lead from Pabst 250 heat winner Yonjof, then rode relentlessly to what one observer called "an on-his-head, semi-sensational finish" in the final. Gruber hit the finish line and the outer snowbank simultaneously. Yonjof, just feet from the winner, was caught up in the crash for second. The finish line was starting to look like a tight woods section to third place Jeff Fredette, who managed to sneak through as the rest of the field scattered behind. Dan Peterson was the last victim of the pile-up.

"I had to work hard to hold a tight line," said Gruber, "then one rut just sent me flying."

Larry Piekos, aboard the quick Cycle Craft Yamaha, took concise wins in both the Open and Senior classes. Piekos led the aggressive Steve Swatscheno/Chris Bunnell battle for second in the Open class, then held the very determined Maico-mounted Larry Holder to second in the Senior final.

Honda-mounted Chris Bunnell issued firm intentions in the Super Senior class, pushing Norm Gruber for the lead to sweep it with a heat and final win. Heat winner Rich Waldbuesser finished third.

"Go, Frankie go!" screamed enthusiastic fans as local favorite HTI-sponsored Frank Kaiser, snug in the 250cc lead, headed Jeff Fredette, Don Waldbuesser and Tim Klouser in their battle to the wire in the final.

Fredette and Mark Bradley ran heads-up in the 200cc final. Fredette took control at the halfway point then led the Mt. Morris, Michigan, rider to the checkers.

Tom Fosler put a runaway lead on the 80cc class to win by a straight, while heat winner Rob McGee led the charge for second over Brian Kromroy, Bill Walker and Lee Eppler.

Karter Busse led heat winner Bradley and J.C. Blum in a three-way scuffle to the 60cc finish.

Mike Gibson broke away from his pack of Pee Wee opponents to win big over Brad Flament, Kye Ybema, Jeff Permanian and Justin Vanderwerff.

Suzuki-mounted Rick Holder topped the Frank Kaiser/Chad Bierle/Jim Bullock dice for the 125cc class victory.

Results

50 FINAL: 1. Mike Gibson (Yam); 2. Brad Flament (Yam); 3. Kye Ybema (Yam).
60 FINAL: 1. Karter Busse (Yam); 2. Mark Bradley (Yam); 3. J.C. Blum (Yam).
80 FINAL: 1. Tom Fosler (Kaw); 2. Rob McGee (Kaw); 3. Brian Kromroy (Suz).
125 FINAL: 1. Rick Holder (Suz); 2. Frank Kaiser (Kaw); 3. Chad Bierle (Kaw).
200 FINAL: 1. Jeff Fredette (Kaw); 2. Mark Bradley (Cag); 3. Steve Swatscheno (C-A).
250 FINAL: 1. Frank Kaiser (Yam); 2. Jeff Fredette (Suz); 3. Don Waldbuesser (Yam).
OPEN FINAL: 1. Larry Piekos (Yam); 2. Steve Swatscheno (Yam); 3. Rich Bunnell (Hon).
SR FINAL: 1. Larry Piekos (Yam); 2. Larry Holder (Mai); 3. Jeff Parks (Kaw).
SS FINAL: 1. Rich Bunnell (Hon); 2. Norm Gruber (Yam); 3. Rich Waldbuesser (Yam).
PABST 250 CHALLENGE: 1. Ricky Gruber (Hon); 2. Mark Yonjof (Kaw); 3. Jeff Fredette (Suz).
PRO FINAL: 1. Mark Gruber (Rtx); 2. Rick Gruber (Hon); 3. Mark Yonjof (Kaw).

Moore mixes it up at Monterey ST

By Mike Vancil

MONTEREY, CA, MAR. 1

Monterey County Fairgrounds' 1986 short track racing season began with round one of the AMA-sanctioned, R & D Enterprises/Pepsi Cola/Stroh's Beer-sponsored seven-event Hi-Point series, where Dan Moore rode his Greg Soter-sponsored Honda over the 1/8-mile oval to the Pro-Am final victory. In the 500cc Expert division, Ken Netto took the top honors with a last-lap pass on Paul Iwanaga.

The Pro-Am final was shortened due to a red-flag brought out when three riders went down along the short front straight, leaving no safe path for anyone. Moore worked up from a midpack start and led the race until the red flag. Following on the back wheel of Moore was hard-charging Craig Johnson on a Kawasaki, who worked up from the penalty line to take second place honors. Yamaha-mounted Paul Iwanaga also started at the penalty line and followed Johnson's lines through the pack to take third.

Honda-mounted Iwanaga holeshot the 500cc Expert final with Netto, aboard a Can-Am, in tow. For all eight laps, the two rode close enough to touch each other. Iwanaga took the inside line in turn one on lap seven, and Netto rode an outside line to the lead and held his advantage to the checkers. Holding the rest of the field at bay was third-place finisher Moore on a Honda.

Results

PEE WEE (5 years old): 1. Ely Huerta (Hon).
PEE WEE (6 & older): 1. Brian Sgheiza (Yam); 2. A. J. Kirkpatrick (Yam); 3. Gary Miller (Yam).
60: 1. William Luker (Kaw).
80: 1. William Luker (Kaw).
125: 1. Daven Marasco (Yam); 2. James J. Luker (Yam).
250 NOV I: 1. Kendel Grove (Kaw); 2. Allan Malm (Yam); 3. Joe Kamm (Yam).
250 NOV II: 1. Jeff Holgate (Bul); 2. Pete Ghiglione (Mai); 3. Gary Ritchie (Yam).
250 JR: 1. Todd Bridges (Kaw); 2. Kerry Puccio (Hon); 3. Perri Turner (Yam).
250 EX: 1. Chad Felicio (Kaw); 2. Kenneth Netto (C-A); 3. Robert Damron (Yam).
500 NOV DIV I: 1. Jim Tucker (Yam); 2. Steve Stewart (Yam); 3. Frank Macias (Yam).
500 NOV DIV II: 1. Pete Ghiglione (Yam); 2. William Rogers (Suz); 3. Robert Stevenson (Yam).
500 JR: 1. Billy Gonzales (Hon); 2. Kerry Puccio (Hon); 3. Joe Carrera (Suz).
500 EX: 1. Ken Netto (C-A); 2. Paul Iwanaga (Hon); 3. Dan Moore (Hon).
Pro-Am: 1. Dan Moore (Hon); 2. Craig Johnson (Kaw); 3. Paul Iwanaga (Hon).

Nason flies to Fernley Lions win

By Moto Depo

FERNLEY, NV, MAR. 2

Mark Nason riding a Reno Kawasaki/Hi-Point/Sierra-sponsored KX125 totally dominated today's 125cc Pro class, over Ricky De Carlo on a Carson City Kawasaki-sponsored KX125. Reno Honda rider Dave McCombs finished third. Nason took the holeshot in both motos; De Carlo couldn't get in striking distance of the fast Nason.

Jeff Cloutier, 250 Pro, took his Michaels Cycle Works Suzuki down the same lane Nason went. Cloutier dominated both motos while the rest of the field raced for second place. Rick Woodson on another Michaels Cycle Works Suzuki diced throughout both motos with Husqvarna White's Cycle-sponsored Butch Stillmock. These riders provided the drama in this race and finished second and third overall.

In Open Pro action, Carson Honda rider Dan Dossey took the holeshot, but by the third turn, Robbie Hadlock, on a Honda CR500, was in the lead and then waved bye to the rest of the field. The second moto had an interesting turn of events when northern Nevada's top Pro motocrosser Allen Beluti signed up for the last moto. Riding an Allen Bray-sponsored M-Star, Beluti and Hadlock were handlebar to handlebar for the first two laps before Beluti crashed hard after taking the lead. Hadlock took advantage of Beluti's crash and walked away for the win. Dossey finished second and Rich Thorwaldson came from behind with a great ride on his Jesse's Cycle KTM to finish third overall.

Thorwaldson continued his domination in Vet Expert action. Only Dick Buttner, on a Honda, gave him any competition. Buttner was the top District 36 rider over 10 years ago and hasn't raced ever since, but he showed he hasn't lost any of his talent and finished second overall after taking a first moto win over Thorwaldson.

Old Timer Expert Ray Marshall showed the big bike riders the rear fender of his RM125 and took the overall win. Michaels Cycle Works Wylie Wilson won the first moto over Marshall but could not keep the fast moving Marshall at bay in the second moto which Marshall won with ease.

Results

80 NOV: 1. Danny Ford (Kaw); 2. Matt Fulton (Kaw); 3. Harry McMahan (Yam).
80 JR/EX: 1. P.J. Yacuk (Yam).
125 NOV: 1. Shawn Curtis (Kaw); 2. Wade Tiensvold (Hon).
125 JR: 1. Brian Elder (Hon).
125 EX: 1. Mark Nason (Kaw).
250 NOV: 1. Dave Rumbaugh (Yam); 2. Randy Hibdon (Hon); 3. Doug Cook (Suz).
250 JR: 1. Mitch Gallagher (Kaw); 2. Steve Cano (Hon).
250 EX: 1. Jeff Cloutier (Suz); 2. Rick Woodson (Suz); 3. Butch Stillmock (Hus).
500 NOV: 1. Mark Peters (Hon); 2. Robert McCombs (Yam); 3. Frank Stannard (Hon).
500 JR: 1. Rod Brock (Hon).
VET NOV: 1. Brian Spiersch (KTM); 2. Alan Tiensvold (Hon).
VET JR: 1. Jim Foley (Hon); 2. Dana Branham (KTM).
500 EX: 1. Robbie Hadlock (Hon); 2. Dan Dossey (Hon); 3. Rich Thorwaldson (KTM).
VET EX: 1. Rich Thorwaldson (KTM); 2. Richard Buttner (Hon).
OT NOV: 1. Lon Remstedt (Hus).
OT JR: 1. Al Bray (Mai).
OT EX: 1. Ray Marshall (Suz); 2. Wylie Wison (Suz).
OTH GANG CLUB RACE: 1. Rob Nichols (Hon); 2. Mark Martinmaas (KTM); 3. Chester Martinmaas (KTM); 4. Brent Anderson (KTM).

McMillen tops Pros at FL/GA MX

By Gwen Millan

VALDOSTA, GA, FEB. 23

Kurt McMillen from Wappinger, New York, swept two classes at round five of the Florida/Georgia February MX Series, taking the overall victory in both the 125cc A and 250cc A classes.

The first 125cc A moto saw Honda-mounted McMillen with the holeshot, followed by another Honda rider from New York, Robert McCullough. Mark Peterson (Kaw) pressured McCullough from third, ahead of Suzuki riders Mike Williams from Tallahassee, Florida, and Ontario, Canada's Tim Reyner. McMillen built a solid lead as Peterson got by McCullough to set the finishing order.

McMillen charged out to a commanding lead in moto two, this time with Reyner in second, ahead of Peterson, Williams and McCullough. McCullough set out to make up for his bad start and quickly swept by Williams. Peterson dropped to fifth, and as McCullough closed on second-place Reyner, Reyner dropped back three places. McCullough chased McMillen but time ran out, and it was McMillen going 1-1 for the overall. McCullough's 3-1 tally earned second overall, and third overall belonged to Peterson (2-4).

PHOTO BY ANDY SIMONS

Mike Melton (Hus) took third place AA in the Sandlapper enduro.

Many 125cc Experts were back for the 250cc contest. Moto one saw Peterson in the lead as the first lap closed, with Ontario, Canada's Rick Tripodi and McCullough close behind. McMillen started sixth but quickly took the fourth spot from Yamaha-mounted Rick Shafer. McCullough made a move on Tripodi for the number-two spot, and Shafer diced with McMillen till McMillen got fired up and moved from fifth to second in one lap. Positions were set for the checkered with Peterson holding McMillen back for the win. McCullough, Reyner and Post rounded out the top five.

The second 250cc A moto, McMillen flew into the lead, followed by Shafer, Peterson, Post and McCullough. Peterson and Post got by Shafer, who dropped way back to finish out of the top five. At the checkered it was McMillen earning the overall with his 2-1 rides, Peterson (1-2) second and second overall, Post, McCullough, earning third overall via his 3-4 tally, and Chris Reed fifth.

McMillen tried a triple class sweep that almost panned out. In the lead for most of the Open money contest, McMillen began to show signs of fatigue, and Post took advantage to fly by and hold McMillen back till the checkered. McCullough took third.

Results

MINI A: 1. Ernie Millan (Hon).
MINI B: 1. Chris Umstead (Yam); 2. Brian Turner (Kaw); 3. Robert Filipek (Kaw).
MINI C: 1. Mike Work (Kaw); 2. Travis Blackburn (Kaw); 3. John Gentilcore (Kaw).
100: 1. Ernie Millan (Hon).
60: 1. Chris Thoms (Kaw); 2. Chris Scott Yam).
WOMEN: 1. Dean Joiner (Suz); 2. Kim Brown (Hon); 3. Patty Millan (Hon).
PEE WEE: 1. Billy Scott (Yam); 2. Phil Picard (Yam).
125 A: 1. Kurt McMillen (Hon); 2. Robert McCullough (Hon); 3. Mark Peterson (Kaw).
125 B: 1. Michael Waller (Kaw); 2. Brandon Meredith (Kaw); 3. Keith Jones (Kaw).
125 C: 1. Larry Perry (Kaw); 2. T.J. Brantley (Kaw); 3. Hugh Adams (Yam).
250 A: 1. Kurt McMillen (Hon); 2. Mark Peterson (Kaw); 3. Robert McCullough (Hon).
250 B: 1. Keith Bland (Suz); 2. Mark Williams (Kaw); 3. Jeff Davis (Kaw).
250 C: 1. Paul Caropreso (Kaw); 2. Rick Meredith (Yam); 3. Clarence Cary (Hon).
OPEN A: 1. Pat Post (Yam); 2. T.J. Bryk (Hon); 3. Buddy Barnes (Hon).
OPEN B: 1. Pete Hammock (Kaw); 2. Charles Thompson (Hon); 3. Todd Lancaster (M-S).
SR: 1. Robert Godfrey (Yam); 2. Ernie Millan (Hon); 3. Johnny Holbrook (Yam).
MONEY: 1. Pat Post (Yam); 2. Kurt McMillen (Hon); 3. Robert McCullough (Hon).

Hawkins wins Sandlapper enduro

By Andy Simons

COLUMBIA, SC, MAR. 2

Carolina Tool and Team Husky-sponsored Randy Hawkins raced to an overall win at the Sandlapper AMA Regional Enduro in Columbia, SC, an event co-sanctioned by SETRA. The victory was taken over a strong field that included other Team Husky riders Jeff Russell and Mike Melton. Also

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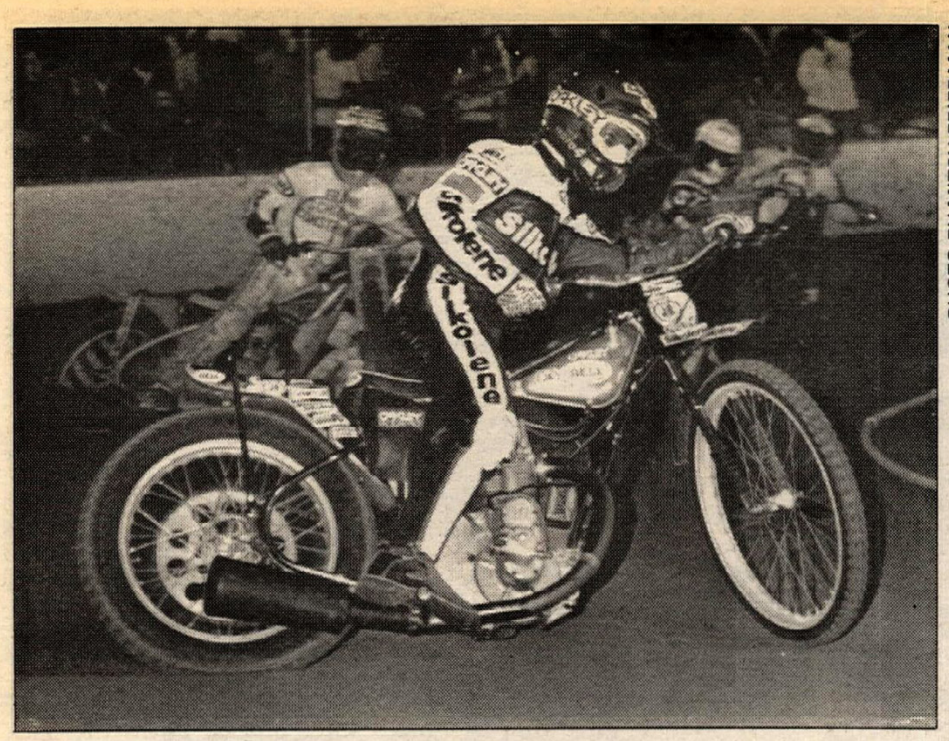


PHOTO BY MITCH FRIEDMAN

Main event winner Bobby Schwartz leads Mark Dwyer, Shawn Moran and Rich Sweaney at the Coors Spring Classic speedway race in Costa Mesa.

entered were past SETRA Champions Alan Gravitt and Daryl Kuenzer as well as Michigan's Rick Scharpehorn.

The race was held on a clear but cool day that saw over 270 riders leave the start. The promoting club, the Columbia Enduro Riders Association, provided a course consisting of six sections that included tight trails, fast whoop-de-do sections, and a motocross track that doubled as a spectator point. Long resets were provided at the end of each section that enabled almost all riders to get back on time. The only problem of the day came in the third section when the clock on the out check was found to be inaccurate and the check had to be changed to an observation check.

Hawkins' 10-point ride was good for a two-point win over former AA rider Kuenzer. Action in the other classes was heated as many northern riders on the way to Daytona Speedweek stopped to race. But, SETRA riders dominated the trophy list. Mitch McRee, winner of the Charlestown Enduro two weeks ago, won the 250cc A class and was third overall. Can-Am support rider Joey Hopkins was the Open A class winner and finished ahead of all the AA riders except Hawkins. Ohio's Jeff Russell won the AA class. SETRA rider Doug Jones won overall B with a score of 17, finishing 27 seconds ahead of Ray's Suzuki/Kawasaki/Husky-sponsored Johnny McCoy. Long time SETRA competitor Buddy Gaillard is making a strong comeback for year end awards in the Super Senior class and was the class winner for the second straight enduro. Once again Women's class rider Michigan's Gale Vandewater turned in a 48 point ride to win her class by 78 minutes.

A pleasant surprise at the run was the return to competition of Team Husky rider Mike Melton. Mike suffered a dislocated hip that was surgically repaired, in a SETRA Hare Scrambles last December. When questioned about his injury Mike responded that it did not cause him any real discomfort as long as he kept his foot on the peg. Melton also stated that he was looking forward to returning to the National Enduro circuit at the March 16 Cherokee National Enduro.

Results

OVERALL AA: Randy Hawkins.
OVERALL A: Daryl Kuenzer.
OVERALL B: Doug Jones.
AA: 1. Jeff Russell (13); 2. Rick Scharpehorn (15); 3. Mike Melton (16).
OPEN A: 1. Joey Hopkins (12); 2. Mark Eaddy (13); 3. George Waller Jr. (15).
250 A: 1. Mitch McRee (12); 2. John Boswell (13); 3. George Eaddy (17).
200: 1. Mitch Grizzle (17); 2. Gray Leonard (18); 3. Ricky Dunn (18).
SR A: 1. George Burch (20); 2. George DeVeny (25); 3. Cark Scharpehorn (34).
OPEN B: 1. D. Coy (23); 2. T. Hayes (23); 3. T. Cousins (24).
250 B: 1. Johnny McCoy (17); 2. Buren Hammrick (19); 3. Davey Fuller (21).
200 B: 1. Keith Shealton (21); 2. Kenneth King (22); 3. K. Watson (24).
125 B: 1. R. House (24); 2. C. Bridges (25); 3. R. MIncey (27).
SR B: 1. J. Crowder (27); 2. M. Looper (34); 3. D. Welborn (35).
4-STRK: 1. A. Gurley (32); 2. T. Lail (35); 3. M. Zachary (38).
SUPER SR: 1. Buddy Gaillard (31); 2. Dennis Lenover (40); 3. Don Lilley (53).
OPEN C: 1. D. Baxley (21); 2. J. Davis (23); 3. S. Altman (25).
250 C: 1. W. Baxley (23); 2. A. Spencer (23); 3. A. Hurt (25).
200 C: 1. T. Summey (19); 2. T. Allewine (24); 3. R. Allen (25).
125 C: 1. J. Harris (38); 2. T. McIntosh (38); 3. K. Millis (39).
WOMEN'S: 1. Gale Vandewater (48).

Reynaud flies at Nasty Creek

By Bob Jones

STANTON, MO, MAR. 2

Rusty Reynaud led the Expert class to the checkered flag at the Nasty Creek Hare Scrambles, the second race of the Missouri Hare Scrambles Championship. Over 180 riders from throughout the state as well as riders from Minnesota and Illinois were there to take part in the two-hour hare scrambles event.

The dead engine, wheel-between-the-legs start saw Reynaud take the lead on the first lap and never headed as he led the Expert class from start to finish. Ray Munganast and Mike Stahlman diced for second until Stahlman crashed hard and lost a lap. Munganast went on to finish first in the Expert class since Reynaud took overall.

The 200cc class, with 36 riders, was the largest class. Mark Stahlman, making his racing comeback from a severe leg injury, led for the first seven laps. However, Karlan Kastendieck set a smooth pace and finally reeled him in. On the last lap, Stahlman crashed and came through the wrong scoring board at the finish. Kastendieck slipped in for the win five seconds ahead of Stahlman.

Wayne Struckhoff, also recovering from a broken leg, rode a consistent race to win the 250cc class. Senior and Super Senior wins went to Bob Caplinger and Charlie Burke, respectively.

Results

EX: 1. Rusty Reynaud; 2. Ray Munganast; 3. Dale Hulsey.
OPEN: 1. Mike Burkhart, 2. Kevin Massman; 3. Jeff Pruiett.
250: 1. Wayne Struckhoff; 2. Chuck Mathies; 3. Jay Hlal.
200: 1. Karlan Kastendieck; 2. Mark Stahlman; 3. Pat Smith.

PHOTO BY BOB JONES

Karlan Kastendieck, 200cc class winner at the Nasty Creek HS.

125: 1. Vince Throckmorton; 2. Steve McWhorten; 3. Larry Riegel Jr.
SR: 1. Bob Caplinger; 2. George Lawson; 3. Al Hejlek.
SS: 1. Charlie Burke; 2. Larry Hayes; 3. Marvin Pruiett.
JR: 1. Steve Levein, 2. Warren Willrum; 3. Mark Kendall.
BEG: 1. Joe Walch; 2. Robert Brandt; 3. Bob Leonard.

OC Spring Classic to Schwartz

By Scott Daloisio

COSTA MESA, CA, MAR. 7

American team captain Bobby Schwartz rode like a man possessed and won five of his six rides on the night to capture the 1986 Coors Spring Classic before a packed house at the Orange County Fairgrounds.

The race was the first at the famous track since the 1985 U.S. Nationals, and a crowd of over 7,000 fans attended.

The night began when majority favorite "King Kelly" Moran scored a convincing win in the first race, expanding his lead every lap. Defending National Champion Alan Christian traded the lead back and forth with Steve Lucero in event two before Christian asserted himself and took his first win of the night.

Schwartz, who may be contesting the 1986 season in southern California, pushed his Weslake onto the track for the first time in event three. He raced into the lead from the pole position and never looked back in recording the win over Lance King and Brad Oxley.

"Sudden Sam" Ermolenko ended round one with a win over Shawn Moran in what was surprisingly Moran's best finish of the night.

Rick Miller got the gate in event five, but wheelied at the end of the first circuit, allowing Christian to close the gap and move by when they reached the bend. Christian rode to another win, with King taking second again. In the final corner, Miller had his drive chain snap, and was thrown violently to the ground. He was shaken badly, and after one more ride, withdrew from the action.

Schwartz did it again in event six, leaving Kelly Moran and Ermolenko to duke it out for second, with Moran getting the decision. King Kelly made his next appearance in event nine and didn't get a good gate, but went to the outside and flew into the lead and away from the pack in turn two for another win. Christian took second, dropping his first point of the meet, with Pfetzing third and Shawn Moran fourth.

King took event 10, but he was forced to stave off the advances of a determined Ermolenko to take the three points.

The third round ended when Schwartz dropped his only point of the night to Mike Curoso. Curoso turned in a masterful ride for the win while "Flyin' Mike" Faria came from the back and passed Tim McCasland and Schwartz. Faria was trying to pass Curoso on the last lap when he was pinched between the leader and Schwartz, and dropped off the pace.

Ermolenko dropped from the main event picture by finishing behind Pfetzing and Faria in event 13. It was all Kelly Moran in event 14 when he recorded his third win of the night. Schwartz defeated Christian while King aced out Lucero and Shawn Moran to close out round four.

Schwartz ended his qualifiers on a winning note by taking event 17, with Faria scoring the victory in the next race over Kelly Moran, who gave the leader all he could handle. Christian closed out the qualifiers in race 20 with a win over Ermolenko in a wild event that featured some heavy-duty banging. Ermolenko tried to ride around Christian at the end of lap one, but he was hit and drifted to the outside. Ermolenko stayed on the throttle and came back to challenge Christian, but lost out in a photo-finish that had the fans on their feet.

The main was all Schwartz (Bell/Silkolene/Oakley/Z/Champion/Malcolm Smith/Sonic Intercoms/Cirello/Hancock/Grin Products/Justice Brothers/Sinisalo), who led it all the way from the pole. Kelly Moran, riding the only Godden in the field, was initially in second, but he was passed by King on the back chute on lap two. King hoped to close on Schwartz, but there was no catching the "Boogaloo Kid" as he raced to the win with a comfortable margin over King, Moran and Christian.

Results

MAIN: 1. Bobby Schwartz (Wes); 2. Lance King (Wes); 3. Kelly Moran (Gdn); 4. Alan Christian (Wes).
QUALIFYING POINTS: 1. Bobby Schwartz (14); 2. Kelly Moran (13); 3. Alan Christian (12); 4. Lance King (11); 5. Rob Pfetzing (10).

Bunnell burns Clear Lake ice

By Jack Stueve

LAPORTE, IN, FEB. 16

Just as he has done at tracks throughout the Midwest this year, Nick Bunnell dominated the Open class racing at Clear Lake. Bunnell, who needs little help, got some anyway from Chris Stith, his Nick's Cycle of Osceola teammate. Stith was involved in a starting line altercation which caused a scramble and a restart after Stith was forced to scratch his damaged racer.

Perennial favorite Joe Yukon stepped up to challenge for the top spot, but a hard rain and sleet storm had developed. The resulting poor visibility combined with heavy traffic let Bunnell slip away for the win. Yukon tipped that he will debut some special "secret" tires if the seasonal weather holds.

Plainfield, Illinois' Dan Brown has not allowed anyone else to win in 200cc class action throughout his appearances at Clear Lake. Whenever someone closes in, Brown kicks in the afterburner and disappears, this week being no different.

After a season of first place finishes, John Hoos could not catch the ever-improving Mike Haney's side-hack rig. Haney's rig, which is an amalgam of various machines crafted into a single-purpose vehicle, was ideally suited to the track constructed by chief steward Jon Schultz and crew. The machine, the track, and Haney's

no-nonsense riding style were more than the record number of class entries could contain.

Kenny Witkowski's (C-A) could only watch as the Nick's Cycle team captain Bunnell played lapped riders to perfection, pushing Witkowski to second in the closing laps of the 400cc class.

Results

SIDE HACKS: 1. Mike Haney (Haney); 2. Bill Kaminski (Hon); 3. John Hoos (Hon).

200: 1. Dan Brown (Kaw); 2. Don Muhlenbruch (C-A); 3. Mike Pfister (Suz).

400: 1. Nick Bunnell (Hon); 2. Ken Witkowski (C-A); 3. Dan Brown (Kaw).

OPEN: 1. Nick Bunnell (Hon); 2. Joe Yukon (Yam); 3. Ken Southart (Yam).

Faria flies in Imperial

By Scott Daloisio

IMPERIAL, CA, MAR. 5

"Flyin' Mike" Faria, of Colton, California, powered his potent Jawa to a come-from-behind photo-finish victory over John Cook in the Scratch main in the Fourth Annual Denny Pyeatt Memorial tonight.

The race, which is held each year at the California Mid-Winter Fair, is run in the memory of Pyeatt, who was killed while racing in England in the summer of 1982. The event is fast becoming one of the most prestigious in American speedway.

This year's event also saw the first appearance of Alan "Crazy" Christian with the number one on his back that he earned in 1985. Unfortunately, Christian's first ride with his new number was in Handicap heat number four, and he ended up falling down. Christian did, however, come back later in the program to win his Scratch heat and semi.

The preliminary heat races also saw a wild crash involving Second Division rider Bryce Eikelberger. As Eikelberger exited turn four on the last lap of his heat, he caught traction, wheelied almost halfway down the straight, then lost his machine, which began to tumble through the air directly at starter Dennis DeTemple. DeTemple, using good judgement, dove 10 feet onto an infield platform and was narrowly missed by the bike, which hit and knocked down the starting gate. Fortunately, Eikelberger escaped with only a good shaking and a broken zipper on his boot while DeTemple received a good rush of adrenalin.

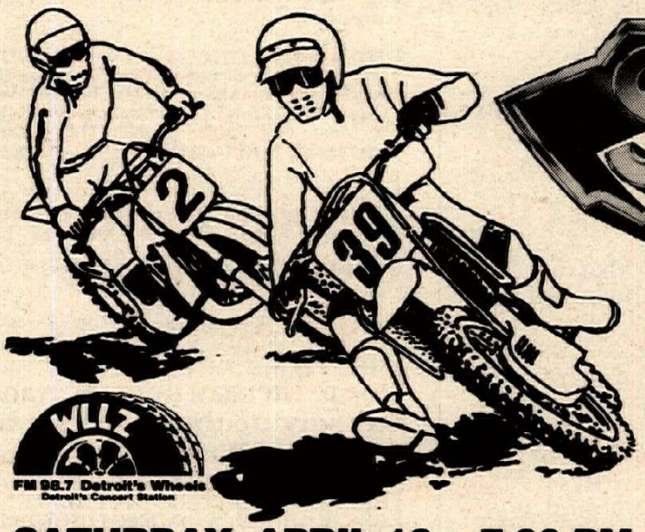
Second Division riders ran their main event first, and it was a Kevin Krugh (Ron W. Hauck Electric/Heather Electric/Lisa/Mom and Dad Jawa) affair, as he led it from wire to wire. He was challenged in the last bend by Mike "Pops" Dwyer, but Dwyer made contact with Krugh and fell before he could get by. That let Krugh cruise by the line for the win with Donnie Odom a distant second and Randy Skinner third.

The Division One Handicap main matched three of southern California's rising young talents against three veterans of speedway. Gary Hicks, Ronnie Correy and Mark Dwyer represented the new breed against seasoned British League performers Sam Ermolenko, "King Kelly" Moran and Brad Oxley. The win was scored by the new breed as Hicks (Scott Goggles/Milne Brothers/Mom and Dad Weslake) led it all five laps over Correy. Hicks started the event from the 10 while Correy was off the 20. Correy was moved back after inflicting a rather easy win over the competition in his heat race. Correy closed on Hicks in the main, but could never mount a serious challenge and was too far behind to take advantage when Hicks went wide on the final bend; third spot was taken by Moran.

PHOTO BY SCOTT DALOISIO

Winner Mike Faria (9), Sam Ermolenko, John Cook and Alan Christian await the start of the Scratch main at the Denny Pyeatt Memorial.

Ermolenko was the only rider to make both First Division mains and he was late arriving on the grid for the Scratch main. When informed that Ermolenko was changing a tire, Christian laughed and said, "Good for him, but I have been running the same edge all night." Christian's old edge and Ermolenko's new one didn't work when it came to winning the event. Christian broke from the pole and into the lead at the outset, but Cook and Faria caught him and they raced three abreast down the back chute on lap two and he moved into second, but Faria came back by on the next lap. Faria was close to a half-straightaway behind when Cook took the white flag, but he quickly closed the gap and rode outside Cook on the back chute. Cook won the battle to the next corner and seemingly had the race won, but Faria (Shoei/J/Oilzall/Oakley/Hi-Point/Kal-Gard/Tsubaki/George Wenn) went low as they came out of four. Whether Cook fell asleep or backed off thinking he had the race won is the question, but no matter the answer, the verdict was the same. Faria edged him to the line sending the near-sellout crowd into a frenzy at one of the wildest races they will ever see.



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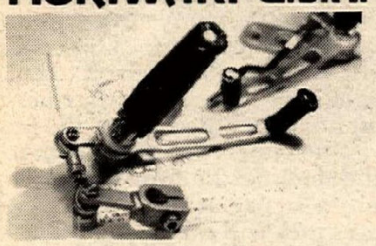

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PHOTO BY TERRY REZEK

Jeff Stanford (left) challenged Mike Kell for the lead in 125cc Pro action at Perris Raceway in California. Stanford went 2-1 for the overall win.

After the event, Faria posed with the other winners and Pyeatt's mother and his newly won trophy. Faria went on record as saying, "I just didn't give up even after I had dropped behind Christian. I have new red leathers, so I can be hot."

Results

SCRATCH: 1. Mike Faria (Jaw); 2. John Cook (Jaw); 3. Alan Christian (Wes); 4. Sam Ermolenko (Wes).

HANDICAP: 1. Gary Hicks (Wes); 2. Ronnie Correy (Wes); 3. Kelly Moran (Gdn); 4. Mark Dwyer (Wes); 5. Sam Ermolenko (Wes); 6. Brad Oxley (Wes).

DIV TWO: 1. Kevin Krugh; 2. Donnie Odom; 3. Randy Skinner; 4. Mike Dwyer.

Neal, Pastell top Perris MX

By Terry Rezek

PERRIS, CA, MAR. 2

Intermediate Kevin Neal and Don Pastell stole some Pro thunder at today's CRC MX at Perris Raceway. A light Pro signup resulted in the Pros and Intermediates running in the same event and the Intermediates took the opportunity and ran with it. Neal put on a good show in both the 125 and 250cc classes, while Pastell took on the Open class.

The 250cc, Open Intermediates and Open Pros all ran in the same event. Pastell got the jump on all the Open bikes as moto one rolled out of the gate. The 250cc Intermediates were all in the second row to start. Craig Davis was quickest off the line with Neal already on his back. Neal moved into the 250cc lead in lap two and took the overall lead by lap five. Davis followed him into second on the next lap and Nicky Pounds made it three 250cc Intermediates in front by the last lap. Pastell hung on to the overall Open lead, a few bikes ahead of Ruben Falcon, who led the Open Pros all the way. That was the finishing order for moto one.

Davis, Neal and Pounds came off the line together in moto two side-by-side. By the end of the fifth lap, Davis had opened up a five-second lead and Pounds was beating on Neal's back door for second. He finally got by at the beginning of lap seven and held Neal off until the end. Davis took the second moto and the overall with Neal dropping to second. Pounds tallied a third. It looked like Pastell came off the start line in last place but he worked his way up steadily and took the Open Intermediate first. Falcon picked up another Open Pro moto for first money in that class.

Neal was back in the 125cc class and he split the holeshot with Pro Mike Kell (O'Neal/Gradon/Scott). Jeff Stanford, another 125cc Pro, was a few bikelengths behind Neal. By the start of lap two, Stanford had gotten past Neal and was challenging Kell. As Kell and Stanford pulled away from the Intermediates, Mike Young came up to harass Neal and the two got into a battle that raged for four laps. Young finally bulled past and went on for the Intermediate moto win. In lap seven, Stanford took the Pro lead on the only part of the track that could be considered a straightaway. One lap later, Kell retook the lead in the same spot. Kell stayed on the gas and went on for a five-second lead over Stanford at the checkered.

Young pulled the trigger first in moto two and headed Stanford and a host of Intermediates into turn one. Kell blasted out of the pack and into third (second Pro) by the middle of the first lap. At the beginning of lap two, Stanford got inside Young and nudged him off the track to take the lead. Kell and Pounds moved up into second and third. Pounds was running first Intermediate now, and, as Young was climbing over berms to get back on track, Neal went by. Kell was up Stanford's exhaust pipe for the rest of the race but could not get by. They finished that way, first and second Pro, in this moto and overall. Neal blew by Pounds in the middle of the race to take the Intermediate moto win and the overall.

It took Vet Expert John Bumbarner about 30 seconds from the start to assume command of moto one and then go straight for the win with a big margin. In moto two, he didn't waste that much time, leading from start to finish for another easy win and the overall Vet win. Jeff Clausen chased him in both but couldn't get near, settling for a distant second.

The Women's Expert race was a slam-bang affair for both motos, leaving both overall winner Brenda Conner and second place Mindy Smith slightly bruised but ready for a rematch.

Results

PEE WEE 50 A: 1. Robby Hammond (Yam).

PEE WEE 50 B: 1. Frankie Navarro (Yam); 2. Tony Catalde (Yam); 3. Jerry Aleman (Yam).

60 0-8: 1. Robby Hammond (Kaw).

60 NOV: 1. David Cooke (Hon).

60 EX: 1. Bobby Morales (Kaw).

80 STK BEG: 1. Jeff Lewis (Kaw); 2. Jimmy Williams (Kaw); 3. Kevin Shafer (Yam).

80 STK INT: 1. Mark Easley (Hon); 2. Willy Drake; 3. Dustin Evans (Suz).

80 STK EX: 1. Bubba Erickson.

80 MOD BEG: 1. Aaron Anderson (Suz); 2. Jimmy Williams; 3. Kevin Shafer (Yam).

80 MOD INT: 1. Dustin Evans (Suz); 2. Willy Drake (Yam); 3. Duane Benner (Suz).

80 MOD EX: 1. Bubba Erickson.

WOMEN AM: 1. Jillian Roth (Hon).

WOMEN EX: 1. Branda Conner (Suz); 2. Mindy Smith (Hon).

VET BEG: 1. Steve Rongstad (Suz); 2. Jonathan Breazal (Suz).

VET NOV: 1. Wayne Ellis (Hon); 2. Dale Tangler (Suz); 3. Jack Allen (Kaw).

VET INT: 1. Ken Dickson (Hon); 2. Andy Green (Yam); 3. Robert Cooke (Hon).

VET EX: 1. John Bumbarner (Hon); 2. Jeff Clausen (Hon); 3. John Perry (Yam).

125 BEG: 1. Charles Young (Kaw); 2. Oliver Yeo (Yam); 3. Luiz Pareto (Yam).

125 NOV: 1. George Wehrman (Hon); 2. Eric Browne (Kaw); 3. Steve Wamboldt (Kaw).

125 INT: 1. Kevin Neal (Kaw); 2. Mike Young (Cag); 3. Nicky Pounds (Suz).

125 PRO: 1. Jeff Stanford (Suz); 2. Mike Kell (Hon).

250 BEG: 1. Ed Vitelli (Suz); 2. Rob Knemeyer (Hon); 3. Jeff Smith (Hon).

250 NOV: 1. Mike Schexnyder (Kaw); 2. Kenneth Neitzel (Kaw); 3. Chris Winkler (Hon).

250 INT: 1. Craig Davis (Kaw); 2. Kevin Neal (Kaw); 3. Nicky Pounds (Suz).

250 PRO: 1. Jon Wilson (Hon).

OPEN BEG: 1. Brian Brown (Yam); 2. Eric Bjorklund (Hon); 3. Tim Lumas (KTM).

OPEN NOV: 1. Kevin McNeal (Yam); 2. Dan Stilwell (Hon); 3. Tom Smith (Hon).

OPEN INT: 1. Dan Pastell (Hon); 2. Bob Watson (Hon).

OPEN PRO: 1. Ruben Falcon (Yam); 2. Mark Mangold (Hon).

Johnston tops SERA enduro

By Karen Kemp

ENON, LA, MAR. 2

Husky-mounted Gary Johnston turned in his usual excellent score with a loss of only two points at the Great Piney Woods Enduro, the third round of the Southern Enduro Riders Association Championship Series. Johnston lost one point in each of the two test sections which led him to the overall win. Can-Am rider Nolan Knight turned in another excellent score of three points to take second place overall. Jeff Plunkett and Fitz Miller both scored four point losses to take third and fourth overall.

Overall B honors went to Mark Dunaway, who rode his Honda to a five point score. Overall C honors went to David Walton.

National AA rider Johnston complemented the Louisiana Trail Riders Association on their event by remarking, "It was a great run. I didn't find any problems with the course. There was no reason to throw out any checks."

One AA rider had protested the fifth check along with several other riders, complaining that there were no turn arrows on a section of pipeline, which cost them points when they got lost. Trailmaster Jonny Kemp took the AA rider to the spot in question, where they counted 11 turn arrows and Ws after the turn. The rider couldn't understand why he had missed them.

Only a handful of score cards turned in had been scored with no early points. Over half the riders had early points on at least one check. Many riders busted two checks, and some even busted three checks. One of the early checks caught riders by surprise as they blasted across a sand pit, then around a corner and across a fairly deep creek right into the check. No slow riding into this checkpoint.

Some riders were caught two minutes early.

The big spectator event of the day was the hillclimb contest. After the riders finished the event at mile 75.0, hillclimb contestants rode on to mile 75.2 where they were allowed two attempts at the tricky and steep hill. Riders were judged on time, form and showmanship. Yamaha-mounted Kerry Wisdom blasted up the hill, amazing everyone with his speed and style. Wisdom took the $50.00 cash prize for his performance. A tie for the most spectacular crash on the hill went to Allen Hobgood and Steve Rockco.

Of the 265 rider entered from seven different states, 214 received finisher ribbons at the end of the 56 ground mile event.

Results

OVERALL A: 1. Gary Johnston.
OVERALL B: 1. Mark Dunaway.
OVERALL C: 1. David Walton.
AA: 1. Jeff Plunkett (Yam); 2. Darryl Bell (KTM); 3. Dwight Rudder (Kaw).
200 A: 1. Nolan Husser (Kaw); 2. Ray Brazier (KTM); 3. Randy Felder (Hon).
250 A: 1. Nolan Knight (C-A): 2. Curt Whittington (C-A); 3. Micky Young (Hus).
OPEN A: 1. Fitz Miller (Hus); 2. Jerry Peavy (Hus); 3. Bill Whatley (Yam).
OPEN INT A: 1. Michael Corlett (Hus); 2. Lewis Whatley (C-A); 3. Marion Whatley (C-A).
SR A: 1. Joel DuBose (Hus); 2. Don Knight (C-A); 3. Ed Gilbert (Yam).
100 B: 1. Garrett McKey (Kaw); 2. Scott Watkins (Yam); 3. Corey Martin (Yam).
125 B: 1. William Britt (Kaw); 2. Michael Pitts (KTM); 3. Kevin Marchin (Yam).
200 B: 1. Darron Martin (Yam); 2. Nelson Hunt (Kaw); 3. Michael Frederick (Kaw).
250 B: 1. Robert Moffit (Hus); 2. Steven Allotto (Hon); 3. Glenn Hunt (C-A).
OPEN B: 1. Harold Petit (C-A); 2. Danny Rowe (Hus); 3. Buddy Pierce (Hon).
200 INT B: 1. Mike Busbin (Kaw); 2. Jim Lee (Kaw); 3. Mike Cantrell (Kaw).
OPEN INT B: 1. H.T. Stubbs Jr. (Hus); 2. Russell Brant (KTM); 3. Bruce Irby (Yam).
SR B: 1. Ellis Johnson (C-A); 2. Edgar Laudun (C-A); 3. Charles Britton (Yam).
JR: 1. John May Jr. (KTM); 2. David Foster (Yam); 3. Matthew Rayborn (Hon).
WOMEN: 1. Diane Soucy (Hus); 2. Lisa Schexnayder (Hon); 3. Meg Harvison (Hon).
SUP SR: 1. Marion Walton (Yam); 2. Jerry Harpole (Hus); 3. George Hoffer (Hus).
125 C: 1. Michel Farris (Hus); 2. Stanley Sneed (Kaw); 3. Jim Bourgeois (Hon).
200 C: 1. Dennis Carpenter (Yam); 2. Ladd Dilworth (Yam); 3. Thomas Nichols (Yam).
250 C: 1. David Walton (Yam); 2. Steven Evens (Kaw); 3. Taylor Gilmore (Hus).
OPEN C: 1. Tim Fontan (Hus); 2. Billy Mouton (Hus); 3. Danny Guilbeau (Hus).
SR C: 1. Ron Pruitt (Yam); 2. Dan Witt (Hon); 3. Billy Wulfers (Yam).

Daniele dials Warners Lake ice

By Mark Supley

BERNE, NY, MAR. 2

Tom Daniele won the 125cc Expert class at the Electric City Riders-sponsored ice race held on Warners Lake. Daniele overtook Bill Newell on the second lap and went on for the win.

In the Open Expert event, Daniele borrowed the injured Jay Skidmore's bike. Daniele worked his way through the pack to finish a very close second to Rotax-mounted Chuck Wager.

The Heavyweight Sidecar event saw Bill Newell and Rick Baldwin build up a commanding lead. A battle for second place shaped up with three sidecars swapping positions. On the last lap, Peter Reutzal and Pat Giaminelli tangled with Ray Van Guilder and Jim Downing, allowing the team of Stephen Ritzko and James Porcaro to take over second position.

Results

MINI: 1. Justin Mulchy (Kaw); 2. Robert Gette (Kaw); 3. Chris Wnuk (Kaw).
125 NOV: 1. Robert Gette (Hon); 2. Thomas Hennessey (Hon); 3. James Domery (Suz).
125 EX: 1. Thomas Daniele (Kaw); 2. William Newell (Hon); 3. Shayne Steinauer (Kaw).
250 NOV: 1. John Forker (Hon); 2. Chuck Fetter (Bul); 3. Doug Moraski (Suz).
250 EX: 1. Marc Desrosiers (Suz); 2. Timothy Knapp (Hon); 3. Glenn Neals (Hon).
OPEN NOV: 1. Alain Desrosiers (Suz); 2. Warren Finch (Yam); 3. Martin Mugits (Suz).
OPEN EX: 1. Chuck Wager (Rtx); 2. Thomas Daniele (Hon); 3. Stewart Anderson (BSA).
SR: 1. Stewart Anderson (BSA); 2. Martin Mugits (Suz); 3. Alain Desrosiers (Suz).
LT WT SIDECAR: 1. Robert Moak/Mark Fiato (Rok); 2. Ray Van Guilder/Phillip Worthington (Hon); Pat Giaminelli/Mark Beaver (Suz).

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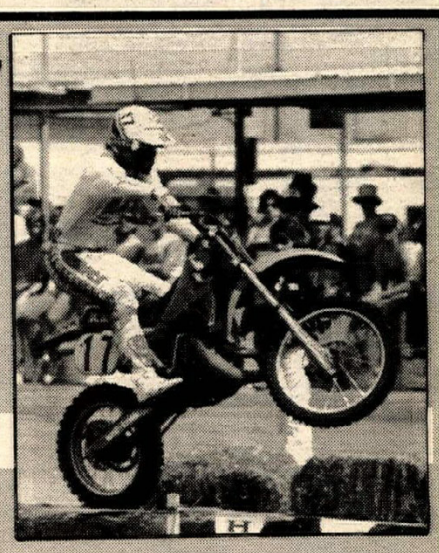

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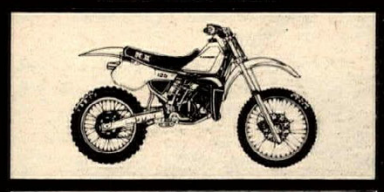
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PHOTO BY MICHAEL ROSS

Mike McMullen (775) won both 250cc Amateur motos for the overall victory over second-place finisher Greg Crouse (28).

HVY WT SIDECARS: 1. William Newell/Richard Baldwin (Hon); 2. Stephen Ritzko/James Porcaro (BSA); 3. Raymond Murtha/Dale Charbonneau (Kaw).
UNSTUD: 1. Joseph Glasby (Suz); 2. Charles Rickson (Suz); 3. Chris Little (Suz).

Davis doubles at Canyon dustbowl

By Michael Ross

PHOENIX, AZ, MAR. 2

Yamaha Pro-support rider Scott Davis took double wins in the Expert class Sunday at Canyon Raceway in spite of a Saturday afternoon mishap which disabled the water truck and made track conditions Sunday dry and dusty, to say the least.

Billy Carlson (Hon) holeshot moto one of the Expert race, run concurrently with the 125cc Amateurs, and started to pull away from Steve Brooks (Yam) and J.D. Crawford, until his CR suddenly stopped running. Davis got a bad start but soon worked his way into second behind Brooks. Davis looked for some daylight around Brooks, but Steve held it on for the win ahead of Davis and Eric Kirk (Hus). Brooks got the win in 125cc Amateur, while Davis collected the Expert victory. Kirk was second in the Expert class, with second in 125cc Amateur going to Deano Cowan (Hon).

Moto two saw Carlson grab another holeshot, but Davis put him back to second place on lap two, with Cowan firmly in third. That order stood until the checkered flew, with Cowan getting first overall in 125cc Amateur with his 2-2 finish.

Toby Holden (Kaw) dominated the 80cc Amateur class with runaway wins in both the 80cc Modified and 80cc Stock divisions. Holden holeshot all four motos and never looked back.

Flyin' Brian Cook also took double wins on his Kawasaki of Phoenix/Young Cycle/PJ-1 sponsored KX in 80cc Novice and in the Junior Cycle class. David Pingree held off Cook for five laps during the first 80cc moto, but Cook finally got around to finish first at the checkered flag. The second moto was practically a replay of the first, except Brian Klimuck beat Derek Giest for third.

The action was fast and furious in the 125cc Beginner class as Kenny Fraser (Yam) holeshot the first moto but ran off the track, handing the lead to Todd Koehnke (Kaw) with John Christley (Kaw) in second ahead of Sunnyslope Honda rider Eric Metcalf. Metcalf and Christley had an exciting dice going until the last lap, when Metcalf slipped past Christley for second.

During moto two, Scott Barlow (Kaw) grabbed the lead ahead of Christley and Koehnke. Barlow started to open up some distance between himself and Christley and went on to win. Koehnke's 1-3 finish netted him the overall, with Christley getting second overall.

In the 250cc Amateur race, Honda West rider Mike McMullen made it look easy by sprinting to a perfect 1-1 finish ahead of second-overall finisher Greg Crouse (Suz).

Results

JR CYC: 1. Brian Cook (Kaw); 2. David Pingree (Kaw); 3. Brian Klimuck (Hon).
MINI BEG: 1. Ed Lucas (Kaw); 2. Regan Phillips (Kaw); 3. John Strippelman (Hon).
80 NOV: 1. Brian Cook (Kaw); 2. David Pingree (Kaw); 3. Brandon Hutton (Kaw).
80 INT STK: 1. Toby Holden; 2. Dean Farrell (Hon); 3. Chip Young (Hon).
125 BEG: 1. Todd Koehnke (Hon); 2. Jon Christley (Kaw); 3. Erik Metcalf (Hon).
125 NOV STK: 1. Tim Pettit (Hon); 2. Bill Gruk (Hon); 3. Jim Nagle (Kaw).
125 NOV MOD: 1. Scott Freymuller (Kaw); 2. Tim Pettit (Hon); 3. J.D. Crawford (Hon).
125 INT: 1. Deano Cowan (Hon); 2. Leon Capps (Kaw); 3. Billy Carlson (Hon).
250 NOV: 1. Jamey Lucas; 2. Rick Hinchcliff; 3. Mike Hardo.
250 AM: 1. Mike McMullen (Hon); 2. Greg Crouse (Suz); 3. Joseph Warnick (Yam).
OPEN NOV: 1. Tom Colquette; 2. Bruce Pentheny; 3. David Derpin (Hon).
OPEN AM: 1. Ken Wood (Hon); 2. John Schroeder (Hon).
EX: 1. Scott Davis (Yam); 2. Mike Looper (Yam); 3. Eric Kirk (Hus).

LACR hosts CRC Diamond Head GP

By Hal Sanguinetti

PALMDALE, CA, FEB. 23

Nearly 300 riders turned out for the inaugural running of the California Racing Club's (CRC) Diamond Head Grand Prix at LA County Raceway. Jack Barbacovi and the CRC/LACR crew spent many hours modifying and adding to the motocross track, and ended up with a somewhat short (for a Grand Prix) but otherwise excellent race track that nearly all the riders agreed was a lot of fun.

The day was capped by the traditional Team Race which, as expected, was dominated by a couple of Open Pro bikes.

The riders were required to switch every lap, and the race ran a full hour, which necessitated pit stops for most entries. The win went to Brian Chereshkoff and Alan Anderson, who entered only the team race. This probably helped them, as the second-place finishers, John Hemme and Bill Fullmer had already competed in the Pro moto earlier. Hemme, who was making his first race appearance in five months was doubtful if he would be able to finish the Pro moto, let alone the Team Race. As it turned out, Hemme and his partner, enduro rider Fullmer hung in there for second in the 18 rider field. Third place was somewhat of an upset, as CRC regulars Jason Davenport and Brock Suter, who has only recently moved up from the Mini class, ran very strong and finished third overall and first in class, although both are 125cc Novice riders. Fourth was also a pair of Novices, this time 500s: Todd Broussard and Rich Barton. First Intermediates were Jack Parker and Rick Perez on a 250. Ron Schaffer and Guy Cortner picked up the Beginner trophy; Ronnie Densford and Joel Tokarsky won the Minis, and Bruce Armstrong ran the race solo to capture the Ironman crown.

In the Individual events, Minis started the day, and the race belonged to Expert Mike Pascarella on his R&D Suzuki. Pascarella has just returned from an injury and was using this race to get in some much-needed riding. It sure didn't look like he needed the practice, however, as he blitzed the field after taking the lead on about the third lap after starting in the last wave of riders, about a half a lap down. The two Intermediates, Ronnie Densford and Joel Tokarsky traded the class lead back and forth when they stopped for gas. Densford ended up with the win after 45 minutes. First Novice was Gary Brinkmeyer in fourth overall, with Ryan McAlister and Bobby Morales placing first and second Beginner in fifth and sixth overall. The 60cc Expert win went to another Bobby Morales who edged 60cc Intermediate winner Shane Morales in eight and ninth overall, respectively.

The Pro and Intermediate race was a real challenge to keep track of, what with three money classes and the always tough Intermediates to watch. Brad McLeod finally got the 500cc Pro and the overall win, after early leader Fullmer never came around about a third of the way through. Second 500cc was Randy Johnson. Hemme worked his way to third overall and first 250cc Pro, with Doug Gentry the lone 125cc Pro in fourth. Jeff Black was first 250cc Intermediate, two overall places ahead of 500cc Intermediate winner Russell Garcia. Troy Welty scored the 125cc Intermediate class win over Scott Murphy.

The 500cc dominated the Novice class, with the first four finishes on the big bikes. Curt James took the win, followed by John Adams and Broussard. In fifth overall, Mark Matteson finished well ahead of Phil Wurster and Ken Neitzel in winning the 250cc Novice, and Suter took his second trophy of the day winning the 125cc Novice, with Barton and Mini rider Densford taking second and third.

Vets had a large turnout, with Ken McAllister taking the gold for the MX Vet Experts, with former AME number one Pro Andy Jannings coming from back in the pack for a second. Stuart Douglas finished first 30+ Amateur over John Burkey, first 30+ Expert; Tracy Geiger finished seventh overall and first MX Vet Intermediate. Al Stinebaugh was first 40+ Expert, and Joe Whitley won the largest Vet class, Over 30 Novice.

Results

MINI BEG: 1. Ryan McAlister; 2. Bobby Morales; 3. Mike Lackey.
MINI NOV: 1. Gary Brinkmeyer; 2. Joey Curtis; 3. Jimmy Chamberlin.
MINI INT: 1. Ronnie Densford; 2. Joel Tokarsky.
MINI EX: 1. Mike Pascarella.
60 BEG 0-8: 1. Pablo Lara.
60 NOV: 1. Shay McAlister; 2. David Cooke; 3. Benjamin Bowater.
60 INT: 1. Shane Morales
60 EX: 1. Bobby Morales.
125 BEG: 1. Dan Laumbach; 2. Jimmy Kight; 3. Oliver Yeo.
125 NOV: 1. Brock Suter; 2. Rich Barton.
125 INT: 1. Troy Welty; 2. Scott Murphy; 3. John Langhammer.
125 EX: 1. John Hemme; 2. Doug Gentry; 3. Brian Chereshkoff.
250 BEG: 1. Chuck Gunter; 2. Derreck Bernard; 3. Bob Laughlin.

250 NOV: 1. Mark Matteson; 2. Philip Wurster; 3. Ken Weitzel.
250 INT: 1. Jeff Black; 2. Everret Neal; 3. Rick Perez.
500 BEG: 1. John Temple; 2. Mike Stepak; 3. Dan Hall.
500 NOV: 1. Curt James; 2. John Adams; 3. Todd Broussard.
500 INT: 1. Russell Garcia; 2. Richard Ingram.
500 PRO: 1. Brad McLeod; 2. Randy Johnson; 3. Dave Welty.
VET 30+ NOV: 1. Joe Whiteley; 2. Tony Jefferson; 3. Randy Polzin.
VET 30+ AM: 1. Stuart Douglas; 2. Dave Kribell; 3. Larry Lariviere.
VET 30+ EX: 1. John Burkey; 2. Jack Labrum; 3. Jeff Clausen.
VET 40+ AM: 1. Robert Cooke; 2. Bill Dennis.
VET 40+ EX: 1. Al Stinebaugh; 2. David Neal; 3. Bill Baxter.
MX BEG: 1. Eric Bjorklund.
MX NOV: 1. Andy Green.
MX INT: 1. Tracy Greiger; 2. Greg Von Lossberg; 3. Roland Thompson.
MX EX: 1. Ken McAllister; 2. Andy Jannings; 3. Joe Broussard.

Horsley hauls at FL/GA MX

By Gwen Millan

BUNNELL, FL, MAR. 2

Under clear, cold and windy conditions the sixth round of FMC's Florida/Georgia February MX Series got off to a good start at Florida Sportsman MX, with Canadian Harold Davis challenging local Don Horsley and series point leader Mike Houston in teh hotly contested 250cc Amateur race. Horsley came back to win the second moto and the overall after taking the runner-up spot in the first moto behind Davis.

Honda-mounted Davis started off the 250cc Amateur action with the holeshot ahead of Horsley (Hon) and Houston, on a green machine out of Americus, GA. Davis and Horsley wer busy battling for the lead while Houston had his hands full with D.L. Mays (Hon), dicing it out for third. Kawasaki rider Keith Work, fifth place in the series, now was in fifth place and biding his time to make his move. By lap two Davis pulled away from Horsley while Clay Phares, currently third in points, had made a smooth line around Work to take over fifth. All of a sudden, Mays was out of the picture as he pulled over to the sidelines watching before finally leaving the track for a DNF. Phares moved up to fourth and Richard Lanake from Minnesota on a Honda, claimed fifth. At the checkered in order it was Davis, Horsley, Houston, Phares, and Lanake.

Horsley had the holeshot the second time out, this time with Davis in pursuit. Keith Lemke followed in third and Houston and Phares were fourth and fifth. Horsley's glory was interrupted when Davis took charge again. Mays was running sixth but again DNF, while Fortson Rumble challenged Lemke for fifth. The battle for the lead was fierce, with Horsley and Davis swapping first and second again. Horsley was riding and jumping hard as he gave his last ditch effort to hold on to the lead this time. Houston dropped back to fifth when Phares got by Houston for third and Lemke followed suit. Time ran out with Horsley in first followed by Davis, Phares, Lemke and Houston.

In Senior class action, pulling the holeshot was series point leader Ernie Millan (Ernie's Cycle/Burmah-Castrol/TDR Reeds) followed closely by Yamaha rider Donald Leddy from Ft. Myers, second in Senior points, Robert Godfrey (Yam) and Mays. By lap two Leddy had put Millan behind him. Dave Curry on a Yamaha from Shaginaw, Michigan, was in fifth, and the top five were in a super close, single-file line as they came around the scorers' tower the second lap. Millan went down lap five, and it was a bad mistake as Mays and Curry both passed Millan as he recovered. Leddy took the lead to the checkers, fol-

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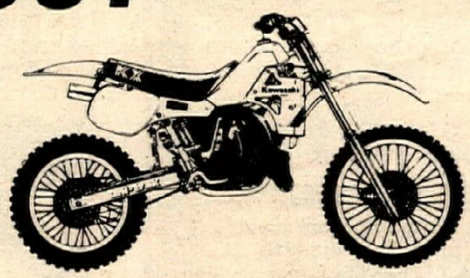

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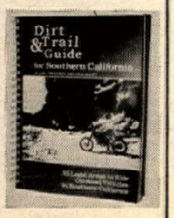

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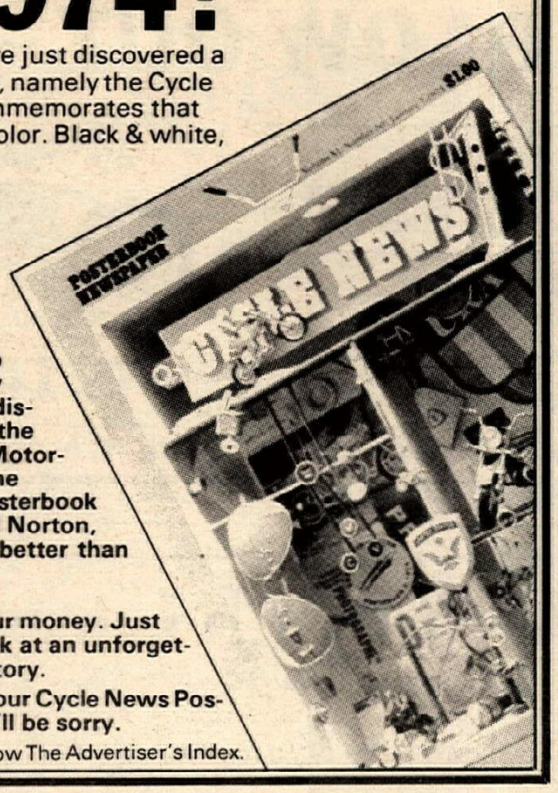

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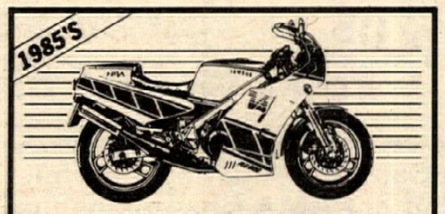

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PHOTO BY J. D. BUTCOBARBIN

John Lenon (SWM) topped the Senior Intermediate class at C.A.T. Trial des Nations benefit held in the desert north of Scottsdale, Arizona.

lowed by Mays, Curry and Millan.

The second moto saw Leddy and Millan both going for the holeshot as they raced handlebar to handlebar down the straightaway, Millan was forced to back off as Leddy had a better line through the turn. Curry got by Millan for second, and Robert Godfrey and Kent Hotson of Moto Madness from Jacksonville, Florida on a Yamaha rounded out the top five. Curry nose-dived under Leddy on lap three for the lead. At the checkered flag in order it was Curry, Leddy, Millan, Godfrey and Mays. Godfrey's 2-4 on the day gave him a four-point edge on Millan's 5-3 tally tying the two for the Senior class points lead.

Results

MINI A: 1. Ernie Millan (Hon); 2. Mike Horsley (Hon); 3. Chuckie Coates (Kaw).
MINI B: 1. Jeff Curry (Yam); 2. Brian Turner (Kaw).
MINI C: 1. Travis Blackburn (Kaw); 2. Mike Work (Kaw); 3. John Gentilcore (Kaw).
60: 1. Chris Thome (Kaw); 2. Noel Kitsch (Kaw).
100: 1. Ernie Millan (Hon); 2. Jeff Curry (Yam).
WOMEN'S: 1. Laurie Kitsch (Kaw); 2. Kim Brown (Hon); 3. Dean Joiner (Suz).
125 A: 1. Gary Paul (Kaw).
125 B: 1. Wes Keenum (Yam); 2. Mark Smith (Hon); 3. Max Sysk (Hon).
125 C: 1. Larry Perry (Kaw); 2. Don Horsley (Hon); 3. Mike Horsley (Hon).
250 A: 1. Troy Coons (Suz); 2. John Cox (Yam); 3. David Adams (Yam).
250 B: 1. Rodney Orr (Hon); 2. Ken Feneis (Yam); 3. Jeff Davis (Kaw).
250 C: 1. Don Horsley (Hon); 2. Harold Davis (Hon); 3. Clay Phares (Hon).
OPEN A: 1. Ernie Millan (Hon); 2. Robert Godfrey (Yam).
OPEN B: 1. Donald Leddy (Yam); 2. Todd Lancaster (M-S).
SR MEN: 1. Donald Leddy (Yam); 2. Dave Curry (Yam); 3. Robert Godfrey (Yam).
PEE WEE: 1. Jason Oversteel (Yam); 2. Billy Scott (Yam).

Saum awesome at C.A.T. benefit

By Jane and Daryl Drake

SCOTTSDALE, AZ, MAR. 2

Andy Saum brought his Yamaha in first again, this time at Central Arizona Trials, Inc.'s Trial des Nations Benefit ride held in the desert north of Scottsdale, Arizona. Saum turned in a score of 35 for three trips around the 10-section loop and a 21-mark margin over Todd Roper (Yam), second at 56. Just one mark back was Bob Pennington (Hon) for third.

Nearly 60 riders turned out for this trial, with the Novice class taking most of the new riders. A portion of their entry fee and proceeds from shirt sales will go to the Trial des Nations Fund to help send the U.S. team to Austria this year.

Advanced riders rode the same sections as the Experts, but were offered some easier lines. Bob Till (Yam) was first at 62, Mike Carlton (Yam) second at 83, with Greg Pascal (Yam) third at 85.

Steve Bigler (Yam) took the Senior Advanced trophy with an 83, while Joe Ige (Yam) had some troubles to finish second at 107.

Intermediate, Novice, Beginner and and Junior riders took the morning slot, also running three 10-section loops. Jerry Tate (Yam) scored a 23 for the Intermediate win over Jim Hunter (Yam) 29, and Mark Makarov (Hon) 50. Dave Montgomery (Yam) was fourth at 51. Senior Intermediate John Lenon (SWM) had a good day as well, turning in a 40 to beat George Naidl (Yam), 72, handily.

The top two Novices will be moving into the Intermediate ranks after their fine rides. Eric Curtis (Yam) turned in a 16 for first with Tom Witt (Yam) second at 21. Mark Konietzka (Yam) took third with a 23 and Will Terrick was fourth at 25.

Only 12 points separated the top nine Novices, making for a careful last loop. Senior Novice Jim Barcus (Yam) was back in style, holding off Gary Smith (Bul) for the class win with a score of 33 to 39. Craig Reimer (Yam) was third at 52.

Lauren Pond (Fan) and Mike King (Yam) had a good battle for the Beginner win. Tied going into the last loop, Pond took it with a 12 to King's 15.

And in the Junior division, David Klatt (Yam) only dropped four marks to put away the competition. Lee Pennington (Yam) was way back at 29 for second.

Trialsmasters Greg Jones and Charles King were commended for their efforts in making this trial an equal challenge for Expert and Novice riders alike.

Results

EX: 1. Andy Saum (Yam); 2. Todd Roper (Yam); 3. Bob Pennington (Hon).
SR ADV: 1. Steve Bigler (Yam); 2. Joe Ige (Yam).
INT: 1. Jerry Tate (Yam); 2. Jim Hunter (Yam); 3. Mark Makarov (Hon).
NOV: 1. Eric Curtis (Yam); 2. Tom Witt (Yam); 3. Mark Konietzka (Yam).
BEG: 1. Lauren Pond (Fan); 2. Mike King (Yam).
ADV: 1. Bob Till (Yam); 2. Mike Carlton (Yam); 3. Greg Pascal (Yam).
SR INT: 1. John Lenon (SWM); 2. George Naidl (Yam).
SR NOV: 1. Jim Barcus (Yam); 2. Gary Smith (Bul); 3. Craig Reimer (Yam).
JR: 1. David Klatt (Yam); 2. Lee Pennington (Yam).

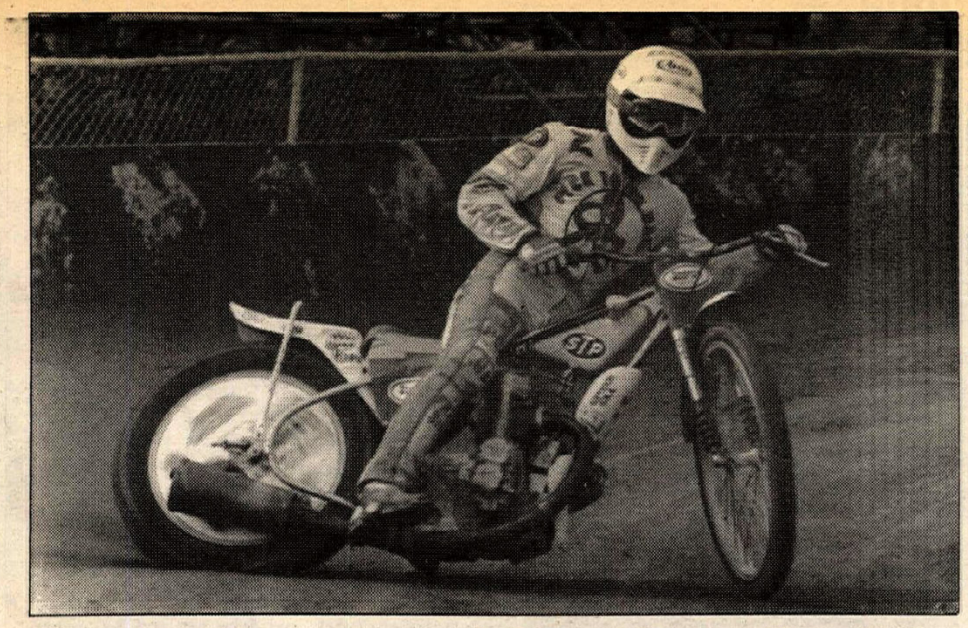

PHOTO BY SCOTT DALOISIO

"Sudden Sam" Ermolenko was excluded from his first qualifying ride, but came back to win the Spring Classic speedway race at IMS.

Ermolenko wins San Berdoo

By Scott Daloisio

SAN BERNARDINO, CA, MAR. 9

Despite a day-long driving rainstorm the day before and an infield that looked like a lake, the Spring Classic went on as scheduled at John LaDouceur's Inland Motorcycle Speedway Sunday afternoon. By day's end, it was current number three in the world, "Sudden Sam" Ermolenko, who raged with the fury of a thunderstorm to win the main event in round two of the annual spring series.

Ermolenko (Pick Your Part/Arai/PCL/Q&D/The Frame Shop/Jones Goggles/STP/T&A/K&N/American Mikuni/RK Racing Chain/Al Reed's Polishing/Car Tunes Weslake) was in event one and had the early lead, but was passed by Lance King, who was in turn passed by Mark Dwyer. Dwyer went on to win the event while Ermolenko drove King into the crash-wall inches before the finish and was disqualified for the maneuver.

Brad Oxley won event two over Friday evening's winner Bobby Schwartz on a day Schwartz would like to forget. Kelly Moran continued with his impressive weekend by taking his first win of the day in event three while Rob Pfetzing closed the round with a win. Mike Faria was giving Pfetzing a chase, but fell on the final lap and picked up no points.

King opened round two with an easy win over Alan Christian, Steve Lucero and Schwartz, who high-sided. Ermolenko easily won his round two ride over Faria, Kelly Moran and Shawn Moran. Pfetzing then took the round two lead by winning his second race of the afternoon with Rick Miller closing the round with a last-second win over Mike Curoso.

King continued his drive toward the main by edging Miller in event nine while Ermolenko made it two in a row with a win over Schwartz and Pfetzing in event 10. That was a very big blow to Pfetzing, who came into the round as the leader. Faria was beginning to warm up and collected his first win in event 11 while Christian scored his only triumph in the day in race 12. Kelly Moran took second to Christian in that one after Curoso fell and Oxley looped out.

Faria won event 13 by half a straightaway over King, with Ermolenko doing likewise in the next heat in front of Christian.

To sum up Schwartz's day, all you had to do was watch event 15. The "Boogaloo Kid" got the gate but he was passed by Miller. Then Schwartz had his kill switch disconnect, ending his ride; by the time he hooked it back up, he had been dropped to last.

Shawn Moran won his first race of the day by turning back Lucero and Pfetzing in event 16. That effectively put Pfetzing out of the main even though he had taken wins in his first two outings.

In event 17, Kelly Moran rode around King on lap two for the win, but the points earned put both England-bound riders into the main. Miller made it tough on Ermolenko in event 18 when he pinched the Weslake rider off against the back chute wall on lap two to protect his lead. However, Ermolenko got by one lap later to secure his fourth-consecutive victory. That win came after both he and Miller were shaken in a violent crash with Lucero.

Reserve Mike Mazzacane won event 19, with Faria riding around "Showtime" Bobby Ott and Schwartz to win event 20.

Being high-point man, Ermolenko chose gate one for the start of the main and he jumped into the lead ahead of Faria, Kelly Moran and King. As Faria went to work on Ermolenko, King did the same, and got by Moran for third. King tried the outside of Faria on lap two, and went by in turn four, but Faria repassed him in the next bend. Faria worked the inside and caught Ermolenko in turn three, but Ermolenko cleverly blocked him all the way to the line for a one-length win.

Results

MAIN: 1. Sam Ermolenko (Wes); 2. Mike Faria (Jaw); 3. Lance King (Wes); 4. Kelly Moran (Gdn).

QUALIFYING POINTS: 1. Sam Ermolenko (12); 2. Lance King (12); 3. (TIE) Mike Faria/Shawn Moran (11); 5. Rick Miller (10).

Middleford Spdway Awards Banquet

By Woody Miller

SEAFORD, DE, MAR. 2

The Third Annual Middleford Speedway Awards Banquet honored its riders for past season accomplishments. This year's banquet was dedicated to the memory of AMA/District 6 referee James 'Jim" Gober, who, along with his mother, was killed in an automobile accident earlier this season. Two area motorcycle dealers supplied the awards.

Tom and Peggy Kerr of Dover Cycles sponsored the Delaware Short Track Championship race for the third year in a row. In the 125/200cc class, Mark Miller took the title on his Diamond State Racing/Skip Pikus/Milford Liquors/ND Bultaco.

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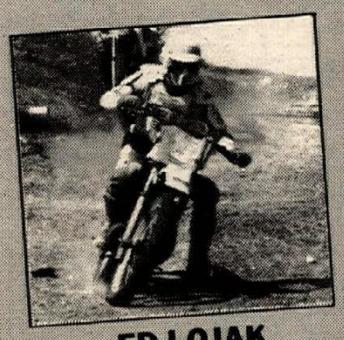

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CN-11

PHOTO BY JIM NECHAY

Terry McGinnis topped both 250cc and Open Pro action at the Canyonlands MX Park in Moab, Utah.

PHOTO BY DALE BOHM

Mark Miller: Middleford Speedway (Delaware) 1985 250cc Champion.

Miller, who was the 1983 500cc champion, lost his bid to retain his 250cc title, finishing second to Cam Bartlett, who was the 1984 500cc champion.

Bartlett, in his first season on a 250, didn't attempt to retain his 500cc title. This year's honors went to rookie Jeff Caudill on the Diamond State Racing/Mark Miller/ND Kawasaki. Caudill also finished second in the 125/200cc class.

In the Diamond Motor Sports Invitational Series, Georgie Price captured the 125/200cc class on his Campus Kawasaki, as well as finishing fifth in the 250cc class and second in the 500cc class, making him the only rider that received awards for all three classes in one year.

Defending 250cc champion Miller retained his title, as well as capturing his third straight track championship aboard his Diamond Motor Sports/Milford Liquors/Skip Pikus/ND/Jimmy Oliver-sponsored, Jimmy Reedy-tuned Honda, which took him to nine feature wins in the 18-race series.

Bartlett took top honors in the 500cc class on his Honda in the Invitational Series and fourth in the 250cc class. Jimmy Reedy was named Tuner of the Year for his work on Miller's bikes, and Keith Keily was crowned Rookie of the Year, which he earned by finishing sixth in the 250cc class aboard his Head Start/Scott Salvage/Les Scotten-backed Honda.

Results

FINAL POINT STANDINGS

200: 1. Georgie Price (33); 2. Jeff Caudill (24); 3. Mike Naumann (22); 4. (tie) Chuck Hudson (17)/Tom Magee (17).

250: 1. Mark Miller (104); 2. Roy Collings (77); 3. Cam Bartlett (60); 4. Rick Johnson (55); 5. Georgie Price (41).

500: 1. Cam Bartlett (15); 2. Georgie Price (11); 3. Steve Brown (10); 4. Tom Magee (5); 5. Bruce Dickerson (4).

McGinnis sweeps Canyonlands MX

By Dale Bohm and Dan Carn

MOAB, UT, FEB. 22

Terry McGinnis dominated round two of the Plaza Cycle/Yamaha Tri-State Series held at beautiful Canyonlands MX Park. McGinnis rode flawlessly to capture both 250cc and Open Pro classes, while Brad Frampton and Andy Atkins dominated the 125cc Pro and 80cc Pro classes, respectively.

In the Open Pro action, McGinnis (Plaza Cycle/Yamaha) took the holeshot, followed by Kevin Fisher (Hon), Steve Luczak (Kaw), Scott Nielson (Honda of Salt Lake), and Terry Kyle (Hus). After two laps, Neilson moved into second, pushing hard to catch McGinnis, while Kyle moved past Luczak to claim fourth. Shortly after the second lap, disaster struck Nielson as he tried to clear a section of five jumps in a single leap. Kyle moved into second followed by Fisher, Luczak and Troy Brown.

Meanwhile, at the front of the pack, McGinnis was looking like the champion he is, pulling away with a 15 second lead. Fisher was riding well and was pressuring Kyle, while Nielson was moving up from his crash and was up to sixth place after five laps. Action remained the same, with the exception of Nielson. Picking off riders one-by-one, he moved into second at the checkered flag.

Moto two was another McGinnis holeshot with Nielson second, Fisher third, Kyle fourth and Luczak fifth. Positions remained the same throughout the moto with the exception of Kyle and Troy Brown, who moved into third and fourth, respectively. McGinnis easily won the moto with overall finishing positions showing a McGinnis, Nielson and Kyle sweep.

In 250cc Pro action, 17 riders lined up at the gate with Shane Neugebauer grabbing the holeshot, followed by Brad Frampton, McGinnis and Ricky Bleggi.

After several laps, Frampton moved into first, followed by McGinnis and Neugebauer. A dogfight erupted between McGinnis and Frampton, and the two Golden State Series riders showed the crowd just what *fast* is! Meanwhile, Nielson was moving up fast and was up to eighth by lap four, pressuring Dale Bohm and Corky Maughan. After some dicing, Nielson moved into fifth and was looking good. Nielson got on the gas, passing his way up to third with first moto positions reading McGinnis, Frampton, Nielson, Neugebauer and Bleggi.

The second moto started with a Mike Thomas holeshot, followed by McGinnis, Nielson and Bleggi. Positions remained the same throughout the moto with Frampton dicing his way to fourth. Overall finishes were McGinnis, Nielson and Frampton.

Brad Frampton (Western Honda) grabbed the 125cc holeshot, followed by Jimmy Brown (Western Honda), Steve Liedberg (Tooele Suzuki), and Wade Park. After several laps, Frampton was in control followed by Brown, Liedberg and Maughan. Positions remained the same until the seventh lap, when Brent McCoy moved past Liedberg for third, with Maughan dropping back to 12th. At the flag in order it was Frampton, Brown, McCoy, Liedberg and Robert Rose.

Moto two started with a Brown holeshot followed by Frampton, Liedberg and McCoy. The front runners battled for several laps with Frampton emerging the victor, followed by Brown and Liedberg.

Results

60 NOV: 1. Chance Maughan; 2. Russell Anderson; 3. Corry Rochford.

80 NOV: 1. Rocky Rochford; 2. Kevin Nicote; 3. Dan King.
80 AM: 1. Jason Zimmerman; 2. Chad Frampton; 3. Justin Zimmerman.
80 EX: 1. Andy Atkins; 2. Matt Jenkins; 3. Justin Jensen.
125 NOV: 1. Chet Rachley; 2. Lance Taylor; 3. Bob Taylor.
OPEN NOV: 1. Mark Dennis; 2. Brent Steele; 3. Kevin Nelson.
OPEN AM: 1. Brett Nayler; 2. Robert Peterson; 3. Ron Goodwin.
OPEN EX: 1. Terry McGinnis; 2. Scott Nielson; 3. Terry Kyle.
OVER 30: 1. Jon Holt; 2. Wynn Forshee; 3. Gary Knieper.
125 AM: 1. Kerry Mulligan; 2. T.L. Taylor; 3. Shawn Smith.
125 EX: 1. Brad Frampton; 2. Jimmy Brown; 3. Steve Liedberg.
250 NOV: 1. Kyle Bundy; 2. Dave Cozzens; 3. Tome Johnson.
250 AM: 1. Mike Sommer; 2. Alex Hill; 3. Ron Goodwin.
250 EX: 1. Terry McGinnis; 2. Scott Nielson; 3. Brad Frampton.

Jacobs undefeated on Marseilles ice

By Paul Hayes

MARSEILLES, IL, MAR. 2

Charlie Jacobs, riding for his motorcycle shop, Tom's Repair Service, once again topped the Pro class and, with his passenger, Nick Crisman, won the Sidecar class at the Ottawa Variety Riders Motorcycle Club-sponsored, AMA/D-17-sanctioned ice race held at Prairie Lake Lodge.

Honda-mounted Jacobs made it seven for seven in the Pro class leading all the laps in the heat for the win. Another Honda rider, Dale Schramer, went from second to third and back to second with a last-lap pass over National number 33 Dave Hebb (Consumers Marathon/Tom's Repair Service/Nolan/Hi-Point).

In the final Jacobs grabbed the holeshot and led every lap for the win to cap off his perfect season. Can-Am mounted Tom Desort, riding for Coughlin Cycle Center, narrowly missed breaking Jacobs' winning streak, coming up inches short at the checkers.Hebb was in the heat of the race, running in the third spot from the third lap to the finish.

The sidecar team of Jacobs/Crisman also topped off a perfect season in that class. The Triumph rig was at the front of the pack every lap they raced. Dennis Shumway/Andy Hinterlong ran the entire heat race in the runner-up position on a Yamaha.

In the final, Jacobs/Crisman grabbed the holeshot and crossed the finish line first for the seventh time this season. A late-race charge by Dave Kerwell/Les Hougas, driving a Yamaha-powered rig, came up one lap short, having to settle for second place. Shumway/Hinterlong stayed in third all race long. At the trophy presentation a bunch of bananas were handed out to the monkeys.

The 250cc class year-end finale was a carbon copy of the previous week. Tom Desort, Can-Am mounted and sponsored by Coughlin Cycle Center, came into the race two points up in the D-17 points. He left the race with the win and the number one plate.

Desort had a perfect day and led the heat race and final from flag to flag. Tony Hinterlong, riding the Can-Am of Team Larry Horrie and sponsored by Tom's Repair Service, spent both races in second place. He finished in second place for the season. Kawasaki-mounted Greg Richards ran in the third spot in both races, finishing the season in the same place.

Results

MINI: 1. Greg Joop (Kaw).
200: 1. Andy Hinterlong (C-A): 2. Aaron Stout (Hon); 3. Paul Hayes (Yam).
250: 1. Tom Desort (C-A); 2. Tony Hinterlong (C-A): 3. Greg Richards (Kaw).
OPEN: 1. Dale Schramer (Hon); 2. Dave Shumway (BSA); 3. Terry Bailey (Tri).
SR: 1. Dave Shumway (BSA); 2. Mike Dugan (Hon); 3. Joe Flars (Hon).
PRO: 1. Charlie Jacobs (Hon); 2. Tom Desort (C-A); 3. Dave Hebb (Hon).
SIDECAR: 1. C. Jacobs/N. Crisman (Tri); 2. D. Kerwell/L. Hougas (Yam); 3. D. Shumway/A. Hinterlong (Yam).

Blackburn smokes Ocala MX

By Gwen Millan

REDDICK, FL, FEB. 23

Kawasaki-mounted Lonnie Blackburn won the largest class of the day with a 2-1 tally in the 125cc Amateur class in motocross action at Ocala. Mike Horsley was Blackburn's closest competition as he handily won the first moto, but finished third in moto two for second overall.

Kawasaki rider Joe Pearle from New Port Richey, Florida, led the first lap of the moto one, but had his hands full with Horsley (Hon), Steve Vickors (Suz) and Blackburn right on his heels. Pearle quickly dropped back to fourth and the top three moved up a notch. In fifth place, Chuck Tanner pressured Pearle, and those two moved up in positions as Vickers dropped back from second place to fifth. At the checkers it was Horsley first, followed by Blackburn, Pearl, Tanner and Vickors.

The second 125cc moto saw Blackburn as the new leader, with Tanner close behind. Claude McQuaig (Hon) followed in third, Pearle fourth, and in fifth, William Brown. The second lap, Horsley made a quick move from sixth to third, and by the next lap was closing on Tanner. The three diced for the lead, but at the checkers it was Blackburn first for the overall win, followed by Horsley earning second overall and Tanner third for third overall.

Honda-mounted Don Horsley led out the 250cc Amateurs and never relinquished that lead for the win in moto one. Larry Schultz and Eric Osbourne, both on Hondas, came in second and third, and Jon Allen (Kaw) and Karl Kriser (Yam) rounded out the top five.

Moto two of the 250cc Amateurs saw Horsley again going wire-to-wire in the lead for the overall win. Lorenzo Williams took second this moto, with Osborne third, Kriser fourth and Schultz fifth,.

Canadians Mario Pacquette and Richard Sirois had a good battle going in the 250cc Expert division. Sirois had the lead off the line, but by the second lap, Pacquette had taken over. Sirois pressured Pacquette the entire moto, but at the checkers the order was the same, with Greg Nelson (Suz) from Mississippi, Robert Maitos (Suz) from Minnesota and Pennsylvania's Troy Coons rounding out the top five.

Sirois again had the holeshot in moto two followed by Maitos, Pacquette, Nelson, and the only Yamaha rider in the class, David Nelson. After the first lap, Nelson was out of the picture. It took half the moto, but Pacquette's constant pressure paid off as he maneuvered his way around Maitos and set out after Sirois. Time ran out for Pacquette, and Sirois took the moto for the overall victory over Pacquette,who went 1-2 for second overall.

Results

60: 1. Donny Mason (Kaw).
MINI C: 1. Todd Ronssean (Yam); 2. Barry Sanders (Kaw).
125 A: 1. Robert Maitos (Suz); 2. Gary Paul (Kaw).
125 B: 1. Terry Huhn (Kaw); 2. Carla Swing (Hon); 3. John Faunce (Yam).
125 C: 1. Lonnie Blackburn (Kaw); 2. Mike Horsley (Hon); 3. Clarke Tanner (Kaw).
250 A: 1. Richard Sirois (Hon); 2 . Mario Pacquette (Hon); 3. Robert Maitos (Suz).
250 C : 1. Don Horsley (Hon); 2. Lorenzo (Yam); 3. Eric Osbourne (Hon).
OPENA : 1. Graham Kimbel (Hon).
OPEN B: 1. Robert Broovimn (Hon); 2. Michael Mimms (Yam).
SR: 1. Kris Klappernh (Yam); 2. Matt Fenton (Hon).

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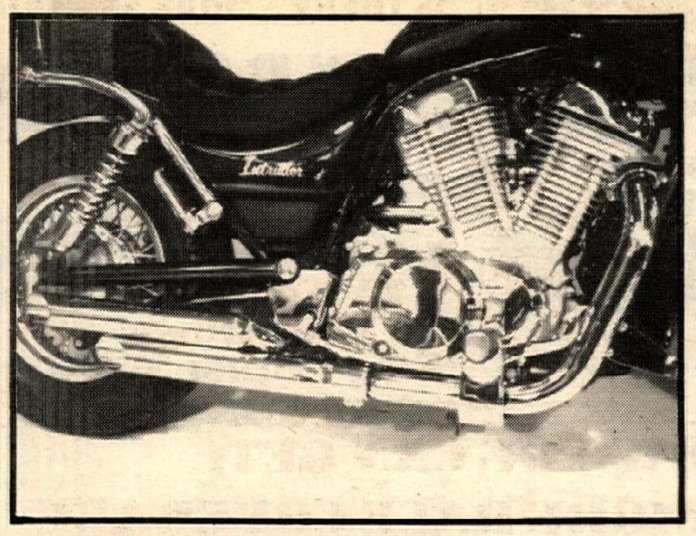

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calendar

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CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

4/5	TT/Gardena, CA
4/12	Mile/Sacramento, CA
4/26 or 27	HM/Phoenix, AZ
5/4	Mile/San Jose, CA
5/10	HM/Gardena, CA
5/16-18	RR/Sonoma, CA
5/25	Mile/Springfield, IL
5/31	HM/Louisville, KY
5/30-6/1	RR/Brainerd, MN
6/6-8	RR/Elkhart Lake, WI
6/13-15	RR/Loudon, NH
6/20-22	RR/Pocono, PA
6/21	Mile/New Orleans, LA
6/27	TT/Hinsdale, IL
6/28	HM/Lima, OH
7/5	HM/Oklahoma City, OK
7/11-13	RR/Monterey, CA
7/19	HM/Parkersburg, WV
7/26*	Mile/DuQuoin, IL
8/1-3	RR/Lexington, OH
8/8-10	RR/Braselton, GA
8/15	HM/Hamburg, NY
8/17	TT/Peoria, IL
8/23	Mile/Indianapolis, IN
8/24	Mile/Indianapolis, IN
8/31	Mile/Springfield, IL
9/7	Mile/Syracuse, NY
9/14	Mile/San Jose, CA
9/20	HM/Gardena, CA
9/27	Mile/Sacramento, CA
10/12	RR/Sebring, FL

1986 AMA Nippondenso Supercross Schedule

4/12-13	Pontiac, MI
4/19*	Orlando, FL
4/26	Dallas, TX
5/10	Phoenix, AZ
6/7	Los Angeles, CA

*Tentative

AMA National Motocross Series

4/6	Sacramento, CA
5/4	Boise, ID
5/18	Southwick, MA
5/25	Mt. Morris, PA
6/1	Denver, CO
7/6	Buchanan, MI
7/13	Axton, VA
8/3	Binghamton, NY
8/10	Millville, MN
8/24	Washougal, WA

AMA National Championship Enduro Series

4/27	Twain Harte, CA
5/4	Chatsworth, NJ
5/11	Athens, OH
5/25	Saline, LA
8/3	Speedsville, NY
8/17	Moorestown, MI
9/21	New Waverly, TX
9/28	Winterset, IA
10/19	Oklahoma City, OK
10/26	Bear, DE
11/2	Red Mountain, CA

AMA National Championship Hare Scrambles Series

3/23	Hurricane Mills, TN
4/6	Cadiz, KY
4/20	Redding, CA
6/1	Wapwallopen, PA
6/8	Bellvue, ID
7/20	Sanford, NC
8/31	Millville, MN
10/5	Lynnville, IN
10/12	Bruceton Mills, WV

AMA/NATC National Championship Observed Trials Series

5/24	Pueblo, CO
5/26	Casper, WY
5/31	Mt. Vernon, WA
7/5	Thielman, MN
7/6	Hixton, WI
8/23	Wrentham, MA
8/24	Escoheag, RI
8/30	Middletown, PA
8/31	Cayuta, NY

AMA Reliability Trials/ISDE Qualifier Series

4/12-13	Skiatook, OK
5/17-18	Rose City, MI
6/21-22	Yamhill, OR
6/28-29	Capitol Forest, WA
7/5-6	Chattanooga, TN

World Championship Road Race Series

5/4	Madrid, Spain
5/18	Milan, Italy
5/25	Eifel, Germany
6/8	Salzburg, Austria
6/15	Rijeka, Yugoslavia
6/29	Assen, Holland
7/6	Spa, Belgium
7/20	Le Castellet, France
8/3	Silverstone, England
8/10	Andersdorp, Sweden
8/24	Misano, Italy
9/28	Hockenheim, Germany

World Championship Endurance Road Race Series

4/13	Le Mans, France
5/11	Estoril, Portugal
6/8	Bologna, Italy
6/22	Zeltweg, Austria
7/27	Suzuka City, Japan
8/17	Spa, Belgium
8/31	Hockenheim, Germany
9/28	Jerez, Spain

World Championship Formula One/ Two Road Race Series

4/6	Firenze, Italy
5/4	Hockenheim, Germany
5/31	Isle of Man
6/2	Isle of Man
6/29	Assen, Holland
7/13	Barcelona, Spain
7/20	Villa Real, Portugal
8/3	Imatra, Finland
8/17	Dundrod, Ireland
9/28	Hockenheim, Germany

World Championship MX Series

125cc

4/6	France
4/13	Holland
4/20	Italy
5/4	Belgium
6/1	Spain
6/15	Czechoslovakia
6/28	Ireland
7/27	Sweden
8/3	Germany
8/10	Finland
8/24	Argentina
8/31	Brazil

250cc

4/13	Austria
5/4	France
5/11	Italy
5/25	Czechoslovakia
6/1	Yugoslavia
6/8	England
6/15	Belgium
6/29	Switzerland
7/6	Germany
7/20	NEW BERLIN, NY
8/24	Sweden

500cc

4/6	Switzerland
4/20	Austria
4/27	Holland
5/4	Sweden
5/11	Finland
6/8	Germany
6/22	Canada
6/29	CARLSBAD, CA
7/6	France
7/13	England
8/3	Belgium
8/10	Luxembourg

World Championship Observed Trials Series

3/22	Ireland
4/13	Spain
4/27	France
6/1	MT. VERNON, WA
6/8	Canada
6/29	Germany
7/6	Austria
7/13	Italy
8/17	Sweden
8/24	Finland

World Speedway Championships

6/15	Pairs Hocking, Germany
8/30	Individual Katowica, Poland
9/14	Long Track Pfarrkirchem, Germany

AMA/AATVA National C'ship Hare and Hound Series

4/6	El Centro, CA
5/25	Delta, UT
10/19	Reno, NV
11/2	Caldwell, ID
12/7	Rocky Point, AZ

SE&TRA Championship Enduro Series

3/30	Valdosta, GA
4/13	Greenville, SC
4/27	Lenoir, NC
5/4	Bristol, VA
5/18	Abbeville, SC

ECEA Championship Enduro Series

3/23	Millville, NJ
4/6	Chatsworth, NJ
4/13	New Lisbon, NJ
4/27	Whiting, NJ
5/4	Chatsworth, NJ
5/18	Chatsworth, NJ
5/25	New Philadelphia, PA
6/1	Whiteford, MD
6/8	Stanhope, NJ
6/22	Pine Grove, PA
7/20	Blain, PA
8/3	Speedsville, NY
8/24	Mauricetown, NJ
9/7	Belleplain, NJ
9/21	Shippensburg, PA
9/28	Worcester, PA
10/26	Bear, DE
11/9	Warren Grove, NJ

SE&TRA Championship Hare Scrambles Series

4/6	Sumter, SC
4/20	Spartanburg, SC
5/11	Hudson, NC
5/25	Athens, GA

SCORE Int'l Off-Road Series

4/4-6	Great Mojave 250 Lucerne Valley, CA
6/6-8	Baja International Ensenada, Mexico
8/15-17	Off-Road C'ships Riverside, CA
11/6-9	Baja 1000 Ensenada, Mexico

Suzuki GSXR National Cup and Honda 500cc Interceptor RR Series

3/22-23	AFM Rosamond, CA
3/29-30	WERA College St., TX
3/30*	AFM Sonoma, CA
4/12-13	WERA Summit Point, WV
4/20*	AFM Sonoma, CA
4/19-20	OMRRA Portland, OR

4/26-27	AFM Rosamond, CA
4/27	WERA Rockingham, NC
5/3-4	WERA Grattan, MI
5/4	MRA Pueblo, CO
5/4*	AFM Sonoma, CA
5/10-11	AAMRR Loudon, NH
5/17-18	WERA Rockingham, NC
5/17-18	AAMRR Pocono, PA
5/18	MRA Denver, CO
5/24-25	AFM Rosamond, CA
5/24-25	OMRRA Portland, OR
5/31-6/1	WERA College St., TX
6/7-8	AAMRR Loudon, NH
6/7-8	WERA Grattan, MI
6/8	MRA Denver, CO
6/14-15	WERA Nelson Ledges, OH
6/15*	AFM Sonoma, CA
6/22	MRA Aspen, CO
6/22	OMRRA Portland, OR
6/28-29	WERA Summit Pt., WV
6/28-29	AFM Rosamond, CA
7/5-6	AAMRR Loudon, NH
7/6	MRA Denver, CO
7/19-20	AFM Rosamond, CA
7/19-20	WERA Savannah, GA
7/26-27	WERA Grattan, MI
7/26-27	WERA Oak Hill, TX
7/27*	AFM Sonoma, CA
8/1-3	OMRRA Portland, OR
8/2-3	AAMRR Pocono, PA
8/2-3	WERA Rockingham, NC
8/3	MRA Denver, CO
8/9-10	AAMRR Loudon, NH
8/9-10	WERA Talladega, AL
8/17*	AFM Sonoma, CA
8/23-24	AFM Rosamond, CA
8/23-24	WERA College St., TX
8/30-31	WERA Blackhawk Farms, IL
8/30-31, 9/1	AAMRR Loudon, NH
9/6-7	MRA Steamboat Sprgs., CO
9/14	MRRA Portland, OR
9/14*	AFM Sonoma, CA
9/20-21	AFM Rosamond, CA
9/20-21	AAMRR Pocono, PA
9/27-28	WERA Indianapolis, IN
9/28	MRA Denver, CO
10/4-5	WERA Nelson Ledges, OH
10/4-5	WERA Rockingham, NC
10/5	OMRRA Portland, OR
10/5*	AFM Sonoma, CA
10/12-13	WERA Grattan, MI
10/25-26	WERA Oak Hill, TX

*GSXR only

WERA National Endurance RR Series

4/12	6hr/Indianapolis, IN
4/26	6hr/Rockingham, NC
5/10	6hr/Braselton, GA
5/17	6hr/St. Louis, IL
6/21	6hr/Talledega, AL
7/5	6hr/Grattan, MI
7/12	6hr/Loudon, NH
8/9-10	24hr/Nelson Ledges, OH
9/13	24hr/Rosamond, CA
9/13	6hr/Savannah, GA
9/20	6hr/Pueblo, CO
10/4	8hr/College Station, TX
10/11	6hr/Pocono, PA
11/1	6hr/Savannah, GA
11/15	8hr/Talledega, AL

WERA National Sprint RR Series

3/23	Talledega, AL
6/8	Grattan, MI
7/20	Savannah, GA
5/4	Pocono, PA
5/18	Rockingham, NC
5/18	Nelson Ledges, OH
6/1	College Station, TX
8/10	St. Louis, IL
8/24	College Station, TX
8/31	Nelson Ledges, OH
9/7	Grattan, MI
9/28	Talladega, AL
10/19	Summit Pt., WV

Dragbike! National Championship Series

3/22-23	Commerce, GA
4/12-13	Eunice, LA
4/19-20	TBA
5/3-4	St. Louis, MO
5/17-18	Palmdale, CA
5/24-25	Lubbock, TX
5/25	Xenia, OH
5/26	Amarillo, TX
5/31-6/1	Louisville, KY
6/7-8	Syracuse, NY
6/20-21	Pocono, PA
6/28-29	Cedar Falls, IA
7/5-6	Columbus, OH
7/19-20	Spokane, WA
7/26-27	Colchester, CT
8/2-3	Cordova, IL
8/9-10	Carlsbad, CA
8/16-17	Spokane, WA
8/23-24	Fremont, CA
8/30-31	Rising Sun, MD
9/7	Martin, MI
9/13-14	Kansas City, MO
9/20-21	Bristol, TN
9/27-28	Bradenton, FL
10/4-5	Rockingham, NC
10/18-19	Palmdale, CA
10/25-26	W. Palm Beach, FL
11/1-2	Phoenix, AZ
11/15-16	Gainesville, FL

SERA Championship Enduro Series

3/23	Enon, LA
4/20	Crystal Springs, MS
5/4	Meridian, MS
5/25	Saline, LA
6/8	Wiggins, MS
6/22	Acadiana, MS
7/27	Tuscumbia, Al
8/10	Goodman, MS
10/12	Maylene, AL
11/2	Maplesville, AL

IDBA National Championship Drag Racing Series

4/26-27	Greensboro, NC
6/14-15	Cincinnati, OH
8/11-12	Union Grove, WI
10/11-12	Birmingham, AL
5/17-18	Warner Robins, GA
7/19-20	Norwalk, OH
9/20-21	Atco, NJ
11/8-9	Baton Rouge, LA

MRAN Desert Series (Nevada)

4/6	Las Vegas, NV
4/20	Las Vegas, NV
5/3-4	Las Vegas, NV
6/22	Las Vegas, NV
7/6	Las Vegas, NV
8/10	Las Vegas, NV
9/21	Las Vegas, NV
10/26	Las Vegas, NV
11-16	Las Vegas, NV
12-7	Las Vegas, NV

AFM RR Series (California) (Rosamond events include Toyota/Budweiser Formula USA and Kerker Superbike Series)

3/22-23	Rosamond, CA
3/29-30	Sonoma, CA
4/19-20	Sonoma, Ca
4/26-27	Rosamond, CA
5/4	Sonoma, CA
5/24-25	Rosamond, CA
6/8	Sonoma, CA
6/28-29	Rosamond, CA
7/5-6	Sonoma, CA
7/19-20	Rosamond, CA
7/27	Sonoma, CA
8/16-17	Sonoma, CA
8/23-24	Rosamond, CA
9/14	Sonoma, CA
9/20-21	Rosamond, CA
10/12	Sonoma, CA
10/25-26*	Sonoma, CA
10/25-26	Rosamond, CA
11/22-23*	Rosamond, CA

*Endurance

ARRA RR Series (California)

4/5-6	Rosamond, CA
5/3-4	Rosamond, CA
5/31-6/1	Rosamond, CA
7/5-6	Rosamond, CA
8/2-3	Rosamond, CA
9/6-7	Rosamond, CA
10/4-5	Rosamond, CA
11/1-2	Rosamond, CA
12/6-7	Rosamond, CA
12/20-21	Riverside, CA

AMA/CCS U.S. Endurance RR Series

4/5	500m St. Louis, IL
5/3	500m Elkhart Lake, WI
5/17*	500k Sonoma, CA
5/31	500k Brainerd, MN
6/14	500k Loudon, NH
7/3	250m Daytona Beach, FL
8/2	500k Lexington, OH
8/9	500k Faulkville, GA
8/23	500m Summit Pt., WV
9/6	500m Charlotte, NC
9/27	500k Denver, CO
10/11	500k Sebring, FL
10/17	500m Daytona Beach, FL

*Tentative

AMA/CCS National RR Sprint Series

3/29-30	Braselton, GA
4/19-20	Savannah, GA
5/10-11	Summit Pt., WV
5/24-25	Savannah, GA
6/20-21	Blackhawk Farms, IL
6/28-29	Braselton, GA
7/19-20	Blackhawk Farms, IL
7/26-27	Summit Pt., WV
8/2-3	Blackhawk Farms, IL
8/9-10	Lexington, OH
8/16-17	Sebring, FL
8/23-24	Blackhawk Farms, IL
8/30-31	Savannah, GA
9/20-21	Summit Pt., WV
9/27-28	St. Louis, IL
10/18-19	Daytona Beach, FL

Canadian National Supercross Series

5/13	Calgary, Alberta
5/17	Vancouver, BC
5/23	Montreal, Quebec
5/24	Montreal, Quebec
6/7	Toronto, Ontario

AAMRR Florida RR Series

4/6	West Palm Bch, FL.
5/26	West Palm Bch, FL
7/20	West Palm Bch, FL
8/24	West Palm Bch, FL
10/5	West Palm Bch, FL
11/30	West Palm Bch, FL

AAMRR Road Race Series

5/10-11	Loudon, NH
5/17-18*	Pocono, PA
6/7-8*	Loudon, NH
7/5-6*	Loudon, NH
8/2-3*	Pocono, PA
8/9-10	Loudon, NH
8/30-9/1*	Loudon, NH
9/20-21	Pocono, PA
9/27-28	Loudon, NH
10/18-19	Pocono, PA

*AMA/CCS co-sanction

AMA/D-26 Tri-State MX Series

3/22	Ogden, UT
5/3	Rock Springs, WY
5/24	Las Vegas, NV

CMC Pac-West MX Series

6/22	Redding, CA
7/13	Roseburg, OR
8/3	Seattle, WA
8/17	Zion, UT

Northwest M/C Assn. Off-Road Championship (Washington)

3/23	E, Tacoma, WA
6/8	HS, Tenino, WA
6/15	ISDE, Bellingham, WA
6/29	ISDE, Olympia, WA
10/19	E, Bellingham, WA

Northwest M/C Assn. Enduro Series (Washington)

3/23	Tacoma, WA
3/30	Belfair, WA
5/18	Mt. Vernon, WA
5/31	Bellingham, WA
6/1	Bellingham, WA
10/19	Bellingham, WA

WMRRA Road Race Series (Washington)

4/27	Seattle, WA
6/15	Seattle, WA
9/21	Seattle, WA
10/19	Seattle, WA

SMX Yamaha California Classic Series

4/13	Perris, CA
4/20	Sunnymead, CA
5/25	San Bernardino, CA
6/1	Sunnymead, CA
7/12	Perris, CA

Westwood Motorcycle RR Club (Canada)

4/20	Westwood, B.C.
5/18	Westwood, B.C.
6/8	Westwood, B.C.
6/22	Westwood, B.C.
7/6	Westwood, B.C.
8/17	Westwood, B.C.
8/31	Westwood, B.C.
9/1	Westwood, B.C.
9/28	Westwood, B.C.
10/19	Westwood, B.C.

MRA Road Race Series (Colorado)

5/4	Pueblo, CO
5/18	Denver, CO
6/8	Longmont, CO
6/22	Aspen, CO
7/6	Denver, CO
7/20	Aspen, CO
8/3	Longmont, CO
8/23-24	Aspen, CO (6 hr)
9/6-7	Steamboat Springs, CO
9/27	Denver, CO (6 hr)
9/28	Denver, CO

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Saturday or Sunday, April 5 or 6 • Saturday or Sunday, April 12 or 13
Saturday or Sunday, April 19 or 20 • Saturday or Sunday, April 26 or 27*
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	MAIL	POST
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non-members	$25.00	$30.00

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★ Magic Mountain Finisher Pin
★ Magic Mountain G.P. Hat (for first 250 riders to enter)
★ Admission to Magic Mountain

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APRIL 27
MAY 25
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March 29 SMX
April 5 SMX
April 6 CRC-MX
April 12 SMX
April 13 SMX
April 19 SMX
April 26 SMX
April 27 CMC-MX

SMX Schedule
Sat. Mar. 22 Perris
Sun. Mar. 23 Glen Helen
Sat. Mar. 29 Perris
Sun. Mar. 30 DeAnza
INFO (714) 831-3482

CRC RACE SCHEDULE
ATV Classes At All Events
Mar. 23 — MAGIC MTN. G.P. Sunrise Cycle Park
Apr. 6 — MOTOCROSS Perris Raceway
Mar. 30 — MOTOCROSS L.A. County Raceway
Apr. 13 — MOTOCROSS L.A. County Raceway
(213) 830-7519

MX Series (California)

4/4	Gardena, CA
4/6	Adelanto, CA
4/11	Gardena, CA
4/13	Carlsbad, CA
4/18	Gardena, CA
4/20	Adelanto, CA
4/25	Gardena, CA
4/27	Perris, CA
5/2	Gardena, CA
5/4	Otay, Mexico

AMA/Budweiser Carolina Spring Series

3/16	Charlotte, NC
3/23	Reidsville, NC
4/6	Anderson, SC
4/13	Charlotte, NC
4/20	Raeford, NC

AMA/Wiseco 100 Miler Hare Scrambles Series

3/22-23	Hurricane Mills, TN
4/19-20	Tarentum, PA
5/10-11	Bruceton, WV
6/14-15	Bruceton, WV
10/12	Bruceton, WV
11/1-2	Tarentum, PA

MARCH

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30	31					

APRIL

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20	21	22	23	24	25	26
27	28	29	30			

● Denotes Pro Payback

March 19

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

CALIFORNIA MOTORCYCLE DRAGS
Baylands Raceway Park, Fremont, CA. Info 415/651-2545.

March 20

OREGON MOTOCROSS
● Portland Int. Raceway, Portland. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

WEST VIRGINIA MOTOCROSS
Ashton. Ashton MX. Info 304/576-2386.

March 21

CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Info 714/261-6116.

INDIANA ICE RACING
Market Square Arena, Indianapolis. Suzuki Speedway Ice Racing National C'ship. ICE. Info 602/296-1345.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.

March 21-22

OHIO INDOOR ARENACROSS
Hara Arena, Dayton. Indoor Sports Inc. Info 904/744-7984.

March 22

ALABAMA MOTOCROSS
8 miles north of Lafayette. Penton MX. Info 205/864-9448 or 864-9641.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.

CALIFORNIA AMA SHORT TRACK
● Monterey County Fairgrounds, Monterey. R & D Ent./D-36. Info 408/449-7367.

FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.

IDAHO FLAT TRACK
Caldwell. Owyhee M/C Club. Info 208/336-9929 or 362-0423.

NORTH CAROLINA AMA MOTOCROSS
Reidsville. Rolling Hills Cycle Club/D-29. Info 919/342-4492.

OHIO INDOOR SHORT TRACK
Marion County Fairgrounds, Marion. Triangle M/C. Info 614/382-6085.

OKLAHOMA SHORT TRACK
● Tulsa Pavillion, Tulsa. Final round of Oklahoma Turnpike Challenge. Info 918/836-7376.

PENNSYLVANIA AMA SHORT TRACK
Trailway Speedway, 5 miles west of Hanover. Info 717/359-4310.

PENNSYLVANIA AMA ARENACROSS
● Bethlehem. NACC. Info 813/822-8929.

TEXAS MOTOCROSS SCHOOL
Good Times MX Park, San Antonio. Donnie Hansen MX Academy. Info 512/674-5480.

UTAH MOTOCROSS
● Ogden MX Park, Ogden. The Plaza Cycle/Yamaha Tri-State Series, round 3. Triangle Training, Inc. Info 801/782-4317.

WASHINGTON MOTOCROSS
Woodland MX Park, Woodland. Info 503/667-5701 or 665-6707.

March 22-23

ALABAMA WERA NATIONAL SPRINT
Talladega Gran Prix Raceway, Talladega. Info 205/362-7010 or 362-2113.

ARIZONA ADRA GRAND PRIX
● Yuma Sand Dunes, Yuma. Yuma Dunes Grand Prix. Info 602/252-1900.

CALIFORNIA AFM ROAD RACE
Willow Springs Raceway, Rosamond. Info 213/864-0705.

FLORIDA FTR HARE SCRAMBLES
Gatorback Park, Gainesville. OCTR. Info 305/291-RIDE or 305/277-9434.

NEVADA NMA/AMA MOTOCROSS
● Las Vegas MX Park, Las Vegas. Las Vegas MX Club. Info 702/878-8977.

TENNESSEE AMA HARE SCRAMBLES
● Loretta Lynn's, Nashville. AMA/AATVA Grand National Cross Country Series. Info 304/594-1157.

March 23

ALABAMA MOTOCROSS
Bessemer. County Line MX. Info 205/477-5389 or 477-6848.

ALABAMA MOTOCROSS
● Warrior Motocross, Warrior. North Alabama MX Assoc. Outlaw MX Championship. Info 205/734-0541.

ALABAMA POKER RUN
Clanton. Clanton Track & Trail. Info 205/755-0050 or 755-3865.

ARKANSAS ENDURO
Cass. Black Jack Enduro. Info 405/224-0362.

CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.

CALIFORNIA CRC GRAN PRIX
● Sunrise Valley Cycle Park, Adelanto. Info 213/830-7519.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. DeAnza Cycle Club. Info 714/242-5840 or 653-6110.

CALIFORNIA SMX MOTOCROSS
Glen Helen Raceway, San Bernardino. Info 714/582-3482 or 582-2522.

CALIFORNIA CMC MOTOCROSS
Tulare. 3 miles west of Hwy 99. Info 209/688-3949 or 686-4520.

CALIFORNIA AMA ROAD RUN
D-37. Info 714/886-3907.

CALIFORNIA CMC MOTOCROSS
"E" Street Bridge Track, Marysville. Info 916/695-2727 or 695-2088.

CALIFORNIA FRA ENDURO
Stoddard Valley. Info 714/666-238.

CALIFORNIA SHORT TRACK
White Wolf Raceway, 10 miles south of Bakersfield. R & L Ent. Info 805/834-0284.

CALIFORNIA CMC MOTOCROSS
● Santa Cruz County Fairgrounds, Watsonville. Event 3 of North American Spring Series. North American MX Racing Ent./Chris Haaland. Info 408/224-6015.

CALIFORNIA TRIALS SCHOOL
Azusa Canyon ORV Park. ATA. Info 619/789-3656.

CALIFORNIA TRIALS
Frank Raines Park, Del Puerto Canyon Rd. PITS. Info 408/728-4392.

CALIFORNIA MOTOCORSS
Sand Hill Ranch, Brentwood. Budweiser/Contra Costa Honda Series. Info 415/634-3328 or 209/524-7013.

CALIFORNIA ENDURO
Middle Creek Campground, Upper Lake. Sawmill Enduro. North Bay M/C. Info 707/433-2774.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. Over The Hill Gang. Info 714/586-3994 or 865-2142.

COLORADO SRAC MOTOCROSS
Aztec Raceway, Colorado Springs. Info 303/458-1352.

GEORGIA HARE SCRAMBLES
Ballground. Georgia Hare Scrambles Winter C'ship. Info 404/941-8464.

GEORGIA MOTOCROSS
Calhoun, between Chattanooga & Atlanta. Calhoun MX. Info 404/629-7511.

GEORGIA MOTOCROSS
Rome Cycle Ranch, Rome. Warm-up for Georgia Spring Series. Info 404/235-3454 or 234-0372.

GEORGIA FMC MOTOCROSS
Valdosta. South Georgia MX. Info 912/244-6050.

IDAHO AMA MOTOCROSS
Bruneau. Jack Rabbit 100. Info 208/587-3319 or 587-3705.

INDIANA AMA HARE SCRAMBLE
Laurel. Dist. 15/Haspin Acres. Info 317/825-6156.

KANSAS MOTOCROSS
Prairie Pups MX Track, Hutchinson. Prairie Pups M/C Club Budweiser MX Super Series. Info 316/663-4066.

MARYLAND HARE SCRAMBLES
Budds Creek. Potomac MX. Info 301/475-2000.

MARYLAND MOTOCROSS
Budds Creek. Potomac MX. Info 301/475-2000.

MASSACHUSETTS ICE RACING
New Boston Rd., Sturbridge. Hamilton Rod/Gun Club. Info 617/943-9197.

MASSACHUSETTS MOTOCROSS
Middleboro. NESC. Info 413/772-0685.

NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.

NEVADA CLUB MEETING
Las Vegas. Goldwings. Info 602/979-2692.

NEVADA AMA HARE SCRAMBLES
N. end of Winnemucca Dry Lake. Western States Racing Assn. Info 702/882-8083 or 826-0276.

NEW JERSEY ENDURO
Millville. South Jersey Scramblers. 609/825-3315.

NORTH CAROLINA AMA MOTOCROSS
Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.

NORTH CAROLINA HARE SCRAMBLE
Fort Bragg. Kayne Hix Memorial. Aykyville Lions Club. Info 919/483-3658.

NORTH CAROLINA MOTOCROSS
Lenoir. Wilkes County MX. Info or 754-0863.

OHIO CRA HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598 or 682-9231.

OHIO MOTOCROSS
Alliance. Moto Sport Trails. Info 216/821-2966.

OHIO AMA MOTOCROSS
5 miles south of Lancaster. COCR/D-11. Info 614/237-3511.

OKLAHOMA MOTOCROSS
Motorcycle Raceway, Oklahoma City. Info 405/681-9492.

OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby. Info 918/428-1237.

PENNSYLVANIA AMA MOTOCROSS
Hanover. Trail-Way Speedway. Info 717/359-4310.

TENNESSEE MOTOCROSS
Pigeon Forge. Smoky Mtn. MX. Info 615/453-4622 or 453-8203.

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● Muddy Creek MX, Kingsport. Info 615/323-8128.

TENNESSEE HARE SCRAMBLES
Loretta Lynn's Dude Ranch, Hurricane Mills. World Sports. Info 304/594-1157.

TEXAS NMA MOTOCROSS
● Goodtimes MX Park, San Antonio. Info 512/681-1407.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.

TEXAS MOTOCROSS
● Burleson MX Park, south of Fort Worth. Info 817/295-8908, 295-1760.

TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler. Info 214/882-4215.

WASHINGTON AMA MOTOCROSS
Jolly Rogers Raceway, Seattle. Info 206/228-2391.

WASHINGTON MOTOCROSS
Horn Rapids ORV Park, Richland. Squisher Racing. Info 509/837-4438 or 837-3595.

WEST VIRGINIA AMA HILLCLIMB
Left Hand. Big Sandy Hillclimb Club. Info 304/565-4062.

March 26

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

CALIFORNIA MOTORCYCLE DRAGS
Baylands Raceway Park, Fremont. Info 415/651-2545.

March 27

OREGON MOTOCROSS
● Portland Int. Raceway, Portland. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

March 28

CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Info 714/261-6116.

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, Costa Mesa. Speedway opener. Info 714/492-9933.

PENNSYLVANIA MOTOCROSS
Motordrome Speedway, Smithton. World Sports. Info 304/594-1157.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
Ross Downs MX Track, Colleyville. Info 817/481-2804.

March 29

ARIZONA MOTOCROSS
Sara Park Raceway, 2 miles south of Lake Havasu. Lake Havasu Racing Assn. Info 602/855-1411.

CALIFORNIA AMA SHORT TRACK
● Monterey County Fairgrounds, Monterey. D-36/R & D Ent. Info 408/449-7367.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris, CA. Info 714/582-3482 or 582-2522.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Info 619/727-1171.

FLORIDA MOTOCROSS
● Orange County Raceway, Orlando, FL. Info 305/568-2271.

MASSACHUSETTS SWAPMEET
Camp Curtis Guild Armory, Reading. Info 617/851-4620 or 683-0982.

OKLAHOMA MOTOCROSS
Oklahoma City. Motorcycle Raceways. Info 405/681-9492.

PENNSYLVANIA AMA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.

PENNSYLVANIA AMA MOTOCROSS
● Fredericksburg. Sleepy Hollow MX Park. Info 717/865-3302.

PENNSYLVANIA MOTOCROSS
Steel City USA, Delmont. World Sports. Info 304/594-1157.

March 29-30

CALIFORNIA AMA/NMA MOTOCROSS
● Barona Oaks, San Diego. Last round of AMA/NMA Tri-State Series. Info 213/868-8112.

TENNESSEE MOTOCROSS
Clarksville. Central USA Team Championship. B & J MX, Inc. Info 502/522-6389 or 235-5154.

TEXAS MOTOCROSS CAMP
Good Times Park, San Antonio. Intermediate and Expert motocross camp. Donnie Hansen MX Academy. Info 512/674-5480.

March 30

ALABAMA MOTOCROSS
Bessemer. County Line MX. Info 205/477-5389 or 477-6848.

ALABAMA MOTOCROSS
North Alabama Race Park, Tuscumbia. Mad Mama's/North Alabama MX. Info 205/383-8078 or 205/381-1508.

ALABAMA HARE SCRAMBLES
Indian Creek. North Alabama Trail Riders Assn. Info 205/830-9312 or 876-3817.

ALABAMA MOTOCROSS
● Rocket City Raceway, between Athens and Huntsville. North Alabama MX. Info 205/772-3108 or 355-7840.

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/934-5027 or 583-0575.

CALIFORNIA AFM ROAD RACE
Sears Point International Raceway, Sonoma. Info 805/256-2471.

CALIFORNIA CRC MOTOCROSS
● L.A. County Raceway, Palmdale. Info 213/830-7519.

CALIFORNIA TEAM RACE
Plaster City East. D-38. Info 619/427-5759.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

CALIFORNIA CMC MOTOCROSS
Sand Hill Ranch, Brentwood. Budweiser/Contra Costa Honda Series. Info 415/634-3328 or 209/524-7013.

CALIFORNIA ENDURO
Oakland M/C Club. Info 415/534-6222.

CALIFORNIA SRA GRAN PRIX
Carlsbad Raceway, Carlsbad. Info 714/828-1358.

CALIFORNIA TT
White Wolf Raceway, Bakersfield. R & L Ent. Info 805/834-0284.

COLORADO SRAC MOTOCROSS
Rocky Mountain, Lakewood. Info 303/458-1352.

GEORGIA SETRA ENDURO
Muddobbers, Valdosta. Info 803/572-2788 or 553-1463.

KENTUCKY AMA MOTOCROSS
Pendleton County M/C Park, Demossville. Info 606/472-3442.

MASSACHUSETTS MOTOCROSS
Middleboro. NESC. Info 413/772-0685.

NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.

NEVADA CLUB MEETING
Las Vegas. Goldwings. Info 602/979-2692.

OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.

OHIO MOTOCROSS
Gallipolis. Ashton MX. Info 304/576-2386.

OHIO AMA MOTOCROSS
Dirt Country MX Park, Blanchester. D-11. Info 513/625-9987 or 791-8970.

SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.

TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 712/756-4114 or 273-2336.

TEXAS MOTOCROSS
● Mosier Valley MX Park, midway between Dallas and Ft. Worth. Info 817/540-3813.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop. Info 512/327-5259.

WASHINGTON AMA MOTOCROSS
Seattle International Raceway, Kent. International Raceways/D-27. Info 206/735-1672.

WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701 or 665-6707.

April 2

CALIFORNIA BMA MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA MOTORCYCLE DRAGS
Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

April 3

OREGON MOTOCROSS
● Portland Int. Raceway, Portland. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

April 4

CALIFORNIA CMC MOTOCROSS
Asoct Park, Gardena. Info 714/261-6116.

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.

CALIFORNIA CMC MOTOCROSS
● Asoct Park, Gardena. Event 1 of Suzuki Spring Classic. Info 714/261-6116.

CALIFORNIA CMC MOTOCROSS
● P.A.L. Racetrack, Santa Clara. North American MX Racing Ent./Chris Haaland. Info 408/224-6015.

PENNSYLVANIA MOTOCROSS
Motordrome Speedway, Smithton. World Sports. Info 304/594-1157.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
Ross Downs MX Track, Colleyville. Info 817/481-2804.

April 5

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.

CALIFORNIA AMA STEEPLECHASE
Ascot Park, Gardena. Camel Pro National. Info 213/323-5055.

CALIFORNIA ARRA PRACTICE
Willow Springs Raceway, Rosamond. Info 805/966-5700.

CALIFORNIA AMA SHORT TRACK
● Monterey County Fairgrounds, Monterey. R & D Ent./D-36. Info 408/449-7367.

MEXICO MOTOCROSS
Sucro Track, Ensenada Stadium. Info 619/429-7271.

OHIO AMA MOTOCROSS
Delta Motorsport Park, Delta. Pontiac Qualifier. D-12/14/Glass City M/C Club. Info 419/822-3286 or 419/825-1997.

OHIO AMA MOTOCROSS
Dirt County MX Park, Blanchester. D-11. Info 513/625-9987 or 791-8970.

OKLAHOMA MOTOCROSS
Motorcycle Raceway, Oklahoma City. Info 405/681-9492.

PENNSYLVANIA AMA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.

WASHINGTON MOTOCROSS
Woodland MX Park, Woodland. Info 503/667-5701 or 665-6707.

April 4-6

OKLAHOMA AUTORAMA
Lawton, Great Plaines Coliseum. Info 405/529-2308.

April 5-6

CALIFORNIA CUSTOM CAR/MC SHOW
Earl Warren Showgrounds, Santa Barbara. R.G. Canning. Info 213/588-1934 or 714/628-4236.

CALIFORNIA AMA MOTOCROSS
Prairie City OHV Park, Sacramento. Sportsman day Sat., Pro day Sun. Dirt Diggers North/D-36. Info 916/363-3153 or 962-2208.

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Ensenada — San Felipe
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April 20
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Bakersfield, CA
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AFM
Road Race Schedule
Mar. 22-23 — Willow Springs
Mar. 30 — Sears Point
Apr. 20 — Sears Point
13423 Stanstead
Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

SRA Schedule
Mar. 30 Carlsbad
Apr. 20 Hilltoppers
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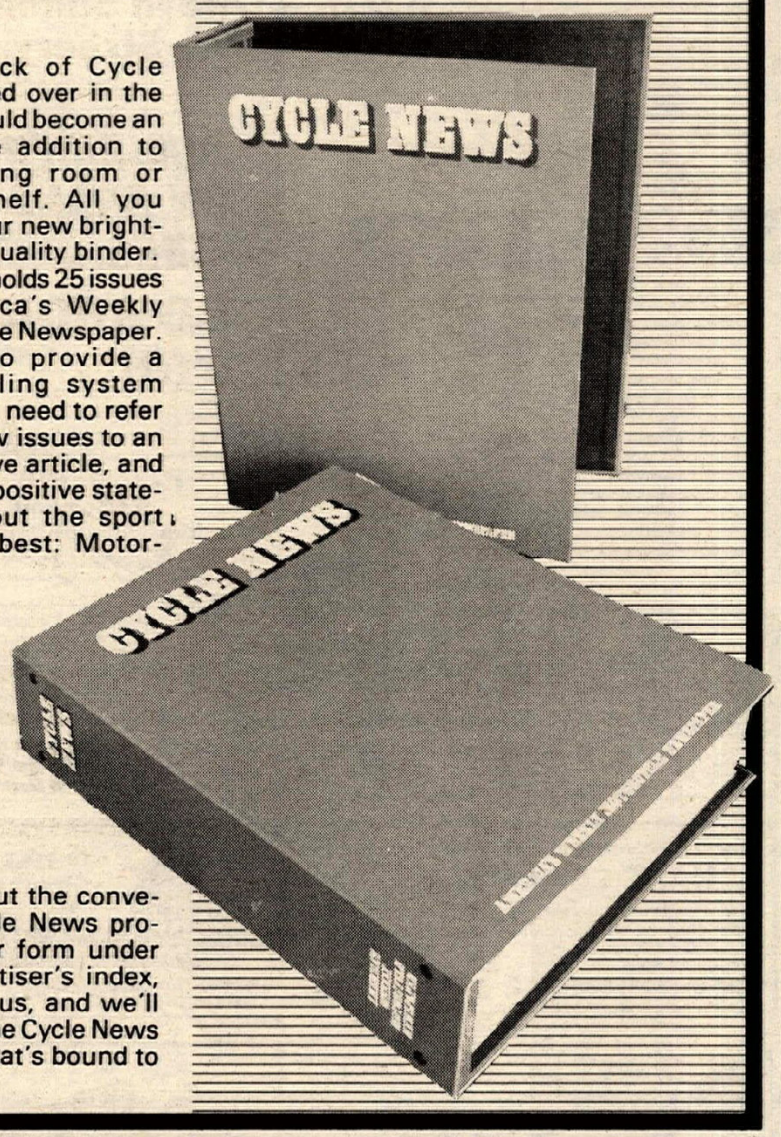

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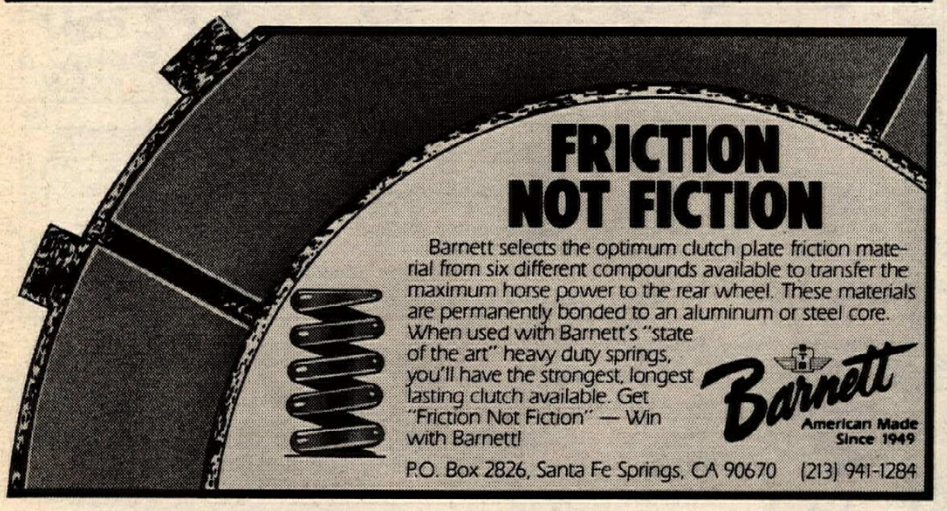

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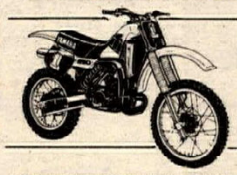

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OREGON TEAM RACE
Baker. Oregon M/C Riders Assn. Info 502/523-7488.

TEXAS MOTOCROSS SCHOOL
Goodtimes Park, San Antonio. Beginner & Novice. Donnie Hansen MX Academy. Info 512/674-5480.

April 6

ALABAMA MOTOCROSS
Bessemer. County Line MX. Info 205/477-5389 or 477-6848.

ALABAMA MOTOCROSS
North Alabama Race Park, Tuscumbia. Mad Mama's/North Alabama MX. Info 205/383-8078 or 381-1508.

ALABAMA MOTOCROSS
Burnsville MX, Burnsville. Info 205/874-4844.

ALABAMA MOTOCROSS
Dirt World Motocross, Jasper. North Alabama MX Assoc. Info 205/734-0541.

ARIZONA FIELD MEET
Tucson. Sun Riders M/C. Info 602/790-8112.

CALIFORNIA SMX MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/582-3482 or 582-2522.

CALIFORNIA CMMC MINI MX
Barona Oaks Raceway, Ramona. Info 619/565-2406.

CALIFORNIA ROAD RUN
Prado Park Day Run. MMA. Info 916/442-4727.

CALIFORNIA AMA ROAD RUN
District 37. Info 714/730-5577.

CALIFORNIA ARRA ROAD RACE
Willow Springs Raceway, Rosamond. Info 805/966-5700.

CALIFORNIA ROAD RIDE
Castaic Landing Resturant. BSA Owners Club. All British. Info 805/529-1270.

CALIFORNIA AMA ENDURO
Tokiwas, 17 miles north of Mojave. Dist.37/Prospectors M/C. Info 805/273-4660 or 818/841-8046.

CALIFORNIA AMA SHORT TRACK
Lodi Cycle Bowl. Lodi. Dist. 36. Info 209/368-7182.

CALIFORNIA CMC MOTOCROSS
● Sunrise Park, Adelanto. Event 2 of Suzuki Spring Classic. Info 714/261-6116.

CALIFORNIA CRC MOTOCROSS
● Perris Raceway, Perris. Info 213/830-7519.

CALIFORNIA CERA ENDURO
Oakland M/C Club. Info 415/534-6222.

CALIFORNIA MOTOCROSS
● White Wolf Raceway, Bakersfield. Info 805/834-0284.

COLORADO SRAC MOTOCROSS
Prairie Hill, Berthoud. Info 303/458-1352.

COLORADO RMTA TRIAL
Christmas Ranch, Beulah. Info 303/475-2018.

FLORIDA MOTOCROSS
Bunnell. FL Sportsmen MX. Info 904/225-5320.

FLORIDA AAMRR ROAD RACE
Moroso Motorsports Park, West Palm Beach. Info 305/793-3394 or 622-1400.

FLORIDA AMA POKER RUN
Lum's Restaurant, Ft. Walton Beach. Sand Dollar M/C. Info 904/862-1921.

GEORGIA MOTOCROSS
Rome Cycle Ranch, Rome. Georgia Spring Series. Info 404/235-3454.

GEORGIA MOTOCROSS
● High Falls. Thunder Creek MX. Info 912/994-6630.

ILLINOIS AMA HARE SCRAMBLE
3 miles west of Prophetstown. Prophets M/C. Info 815/778-3768.

ILLINOIS MOTOCROSS
Woodlawn off I-64. Southern Illinois Raceway. Info 618/242-7402.

IOWA MOTOCROSS
Rabbit Ridge Raceway, Essex. Nicholas Cycle. Info 712/379-3644.

KENTUCKY AMA HARE SCRAMBLES
Cadiz. Info 502/522-3703 or 522-6624.

MARYLAND HARE SCRAMBLES
Budds Creek. Potomac MX. Info 301/475-2000.

MARYLAND MOTOCROSS
Budds Creek. Potomac MX. Info 301/475-2000.

MASSACHSETTS MOTOCROSS
Middleboro. NESC. Info 413/772-0685.

MONTANA CROSS COUNTRY
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NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.

NEVADA CLUB MEETING
Las Vegas. Goldwings. Info 602/979-2692.

NEVADA MRAN HARE SCRAMBLES
Jackrabbits M/C. Info 702/451-1953.

NEVADA AMA HARE SCRAMBLES
Hungry Valley. Over The Hill Gang, D-36. Info 702/358-4388.

NEW JERSEY ECEA ENDURO
Chatsworth. South Jersey Enduro Riders. Info 609/227-5078.

NEW MEXICO MOTOCROSS
Las Cruces. Flyin Ryan's Racing Ent. Info 505/523-9400 or 523-9401.

NEW YORK WNYSC MOTOCROSS
Hogback Hill, Palmyra. Paradise Promotions. Info 315/986-3007.

NEW YORK AMA MOTOCROSS
Broome-Tioga Sports Center, Binghamton. D-3. Info 607/723-3523 or 648-4997.

NORTH CAROLINA MOTOCROSS
Lenoir. Wilkes County MX. Info 704/758-4342 or 704/754-0863.

OHIO MOTOCROSS
Malvern. Motosport Trails. Info 216/821-2966.

OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.

OKLAHOMA MOTOCROSS
South of Tulsa International Raceway, Tulsa. Tulsa Area Motosports, Inc. Info 918/266-6136.

OKLAHOMA MOTOCROSS
Preston, south of Tulsa. Broken Spoke MX. Info 918/321-3328.

OKLAHOMA CROSS COUNTRY RACE
Lake Murray. Info 405/224-0362.

PENNSYLVANIA MOTOCROSS
Steel City USA, Delmont. World Sports. Info 304/594-1157.

PENNSYLVANIA AMA MOTOCROSS
Shipp. Hideaway MX Assoc. Info 717/423-6653.

PENNSYLVANIA AMA MOTOCROSS
Beaver Valley Raceway, Hookstown. Hare Scrambles also. Info 412/693-2880.

SOUTH CAROLINA MOTOCROSS
Anderson. Budweiser Carolina Spring Series. Info 803/296-5983.

SOUTH CAROLINA HARE SCRAMBLE
Sumter Race Weekend, Sumter. SETRA. Info 803/572-2788.

TENNESSEE MOTOCROSS
Milan. Jax MX Park. Info 901/662-7123 or 686-0558.

TENNESSEE MOTOCROSS
Pigeo Forge. Smoky Mtn. MX. Info 615/453-4622 or 453-8203.

TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 712/756-4114 or 273-2336.

TEXAS MOTOCROSS
● Mosier Valley MX Park, midway between Dallas and Ft. Worth. Info 817/540-3813

TEXAS MOTOCROSS
Austin Motosports Raceway, Austin. Info 512/443-7627,327-5254.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop. Info 512/327-5259.

TEXAS NMA MOTOCROSS
● Rio Bravo MX Park, Houston. Texas NMA MX Series. Info 713/458-0090.

VIRGINIA HARE SCRAMBLES
● Chestnut Mountain, Franklin. Info 703/483-7665.

WASHINGTON DESERT RACE
Kittitas. Stumpjumpers. Info 206/776-0714

WASHINGTON AMA MOTOCROSS
Seattle International Raceway, Seattle. D-27. Info 206/631-1550.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Hare Scrambles
Sunset Ramblers MC
Galion, OH
Feb. 16, 1986
By Laura Kelley

Brian Ream	Hon
Bruce Wilson	Hon
Donald McConehea	Suz
Larry Leffler	Kaw
Reese Martin	Suz
Lewis Harvey	Hon
Chris Lofland	Suz

Greene's Raceway Motocross
Desputanta, VA
Feb. 23, 1986
By Caryl Pigg

PEE WEE	
Bryan Elliott	Kaw
JR MAIN	
Ben Ricks	
SR MINI	
John Winslow	Kaw
Mike Basnight	Kaw
Pete Payne	Kaw
SR	
Sonny Mitchell	Hon
Daviod Olds	Cag
Ken Ferrell	Hon
SUP SR	
Mike LoPicolo	Hon
Bob White	Hon
Scott Schafer	Hon
125 A	
Trey Wilkinson	Hon
Steve Wilkerson	Yam
Ricky Albertson	Hon
250 A	
Mike Harris	Hon
Sonny Mitchell	Hon
Mike Ryan	Hon
OPEN A	
Mike Harris	Kaw
Bob Toole	
Pete Shinault	Hon
125 B	
Pete Payne	Kaw
Jeff Cook	Kaw
Mike Boysen	Kaw
250 B	
Mike West	Hon
Tyler Webb	Hon
John Price	Hon
OPEN B	
Mike Lindsey	Hon
Ken Ferrell	Hon
Ed Wenger	Hon
125 C	
John Balogn	Kaw
Robert Moore	Kaw
William Campbell	Yam
250 C	
Andrew Reynolds	Hon
Walter Watson	Suz
Fred Gonzalez	Hon

Burnsville MX
Burnsville, AL
Mar. 2, 1986
By J.A. Wright

SHOWMAN
Terry Roberts
James Golden
Landon Carter
125
James Golden
Landon Carter
Terry Roberts
250 OPEN
David Kelley
Jay Fisher
Tony Doyle
ENDURO
Mike Smith
Greg Jewell
Troy Hughes
SR MINI
Scott Brown
Joel Auburtin
Shane Pene

LA County Raceway GP
Palmdale, CA
Feb. 23, 1986

MINI OVERALL
Mike Pascarella
Ronnie Densford
Joel Tokarsky
Gary Brinkmeyer
Ryan McAlister
60 0-8
Pablo Lara
Shaun Perolio
60 NOV
Shay McAlister
David Cooke
Benjamin Bowater
60 INT
Shane Morales
60 EX
Bobby Morales
80 BEG
Ryan McAlister
Bobby Morales
Mike Lackey
Jeff Neal
John Halterman
80 NOV
Gary Brinkmeyer
Joey Curtis
Jimmy Chamberlin
Joshua Welder
80 INT
Ronnie Densford
Joel Tokarsky
80 EX
Mike Pascarella
OVER 30 BEG
Eric Bjorklund
Steve Wright
Steven Rongstad
Alan Busby
Greg Cook
OVER 30 NOV
Joe Whiteley
Andy Green
Tony Jefferson
Randy Polzin
Richard Whitaker
OVER 30 INT
Stuart Douglas
Tracy Greiger
Greg VonLessberg
Larry Lariviere
Ken Renaux
OVER 30 EX
Ken McAllister
Andy Jannings
Joe Broussard
John Burkey
Jack Labrum
OVER 40 BEG
Bill Reagan
Mike Lillywhite
Edward Subias
Don Prentice
Ed Piazza
OVER 40 NOV
Jack Allen
Al Forbes
Bob Horrell
Mike Magin
OVER 40 INT
Robert Cooke
Bill Dennis
Dave Kribell
Roland Thompson
Rick Haslett
OVER 40 EX
Al Stinebaugh
David Neal
Bill Baxter
W-D CLASS A
Mindy Smith
W-D CLASS B
K.O. Halfhill
Lori Hedstrow
Laura Warnecke
Angie Sellars
Nancy Willie
125 BEG
Dan Laumbach
Jimmy Kight
Oliver Yeo
Daniel Kaupp
Charles Martin
125 NOV
Brock Suter
Rich Barton
Ronnie Densford
125 INT
Troy Welty
Scott Murphy
John Longhammer
Jason Ingersoll
250 BEG
Chuck Gunter
Derreck Bernard
Bob Laughlin
Danny Battaglia
Chris Bullock
250 NOV
Mark Matteson
Philip Wurster
Ken Neitzel
Chris Leiker
Dale Hoffer
250 INT
Jeff Black
Everret Neal
Rick Petez
Eric Selder
Landus Kent
125/250 PRO
John Hemme
Doug Gentry
Brian Chereshkoff
Bob Stephenson
Jon-Jay Wilson
500 BEG
Mike Stepak
Dan Hall
Eric Strand
Todd Alexander
Doug Nard
500 NOV
Curt James
John James
Todd Broussard
Jim Ebbinga
David West
500 INT
Russell Garcia
Richard Ingram
500 PRO
Brad McLeod
Randy Johnson
Dave Welty
Tim Hanna
John Ferro
TEAM RACE
MINI
Ronnie Densford/
Joel Tokarsky
Travis Berglund/
Jimmy Chamberlin
BEG
Ron Schaffer/
Guy Cortner
Steven Abbot/
Darin Abbot
Mark Means/
Eric Means
Al Busby/
Willie Melanson
Mindy Smith/
K.O. Halfhill
NOV
Brock Suter/
Jason Davenport
Todd Broussard/
Rich Barton
Danny Stymacher/
Rick Gibbs
INT
Jack Parker/
Rick Perez
Doug Funderburg/
Cliff Walls
PRO
Brian Chereshkoff/
Alan Anderson
John Hemme/
Bill Fulmer
John Schultz/
Dennis Morrison

1985 D-38 Enduro
Final Point Standings
By Bruce Sanford

OVERALL	
Brad McKay	1280
Dan Worley	1200
Rich Gehring	1000
Don Danner	973
Ken Strong	953
Bob Stouffer	889
Randy Liebig	868
Bob Niles	868
Perry Jasper	861
Jerry Smith	839
OPEN A	
Dan Worley	1200
Jerry Smith	839
Rick Fingers	760
OPEN B	
Dan Stouffer	825
Bruce Smith	793
Kelly Knutson	707
OPEN C	
Stan Staley	766
John Kubik	151
Steven Reese	150
OPEN VET A	
Don Danner	973
Randy Liebig	868
Bill McNees	821
OPEN VET B	
Ken Strong	953
Jim Duberg	682
Bruce De Menge	662
OPEN VET C	
Rick Vance	265
Albert Wright	132
250 A	
Brad McKay	1280
Tom Wilhelm	426
250 B	
Perry Jasper	861
Martin Kamery	520
Tom Morton	450
250 C	
Michael Lewis	757
Alan Roach	714
Jason Turnage	297
250 VET A	
Bob Niles	868
Bob Falkenberg	197
250 VET B	
Rick Pickering	631
Jorge Hernandez	526
Mark Berger	268
250 VET C	
Greg Reynolds	217
Jerold Kaplan	53
200 A	
Gary Estrada	521
200 C	
Jim Larsen	410
Jerry Isbell	63
Michael Maxwell	10
200 C VET	
Jeff McWane	424
SENIOR A	
Rich Gerhing	1000
Bob Stouffer	889
Thomas Brun	826
SENIOR B	
Gary Nolen	624
Noble Butler	516
Norman Niles	370
SENIOR C	
John Turnage	213
Bob Hill	108
Rocco Diubaldi	40

Trophy Pickup

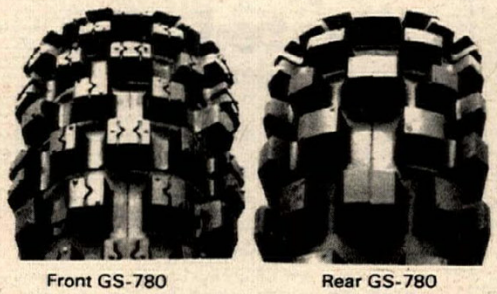
For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

& GRAND SPORT TIRES
— A WINNING COMBINATION IN 1986

D-37 HARE 'N HOUND (Huntington Beach M.C.)
MEANS DRY LAKE/LUCERNE VALLEY, CA

Top Finishers On Grand Sport Tires:

- **125 Class Winner — Dwayn Summers**
- **Vet Class Winner — Mike Sixbery**



Front GS-780 Rear GS-780

OUR RIDERS RELY ON GRAND SPORT TIRES —
SO SHOULD YOU!

Watch for Grand Sport Tire contingencies at all AMA National Hare 'N Hound Championship Series Events

Dealers Please Call:
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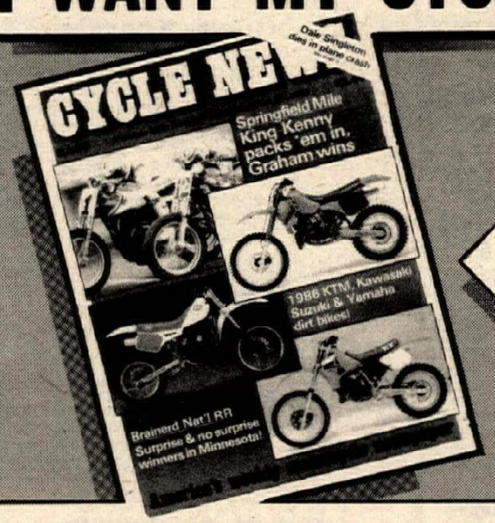
CA **(818) 898-1402**

SPORT TRACKS CO.
12775 Foothill
Sylmar, CA

I WANT MY CYCLE NEWS!



You mean your dealer doesn't sell *Cycle News* yet?! And you say you're missing out on all the latest action of your favorite sport?
Well, get with it! Use the coupon below to tell us your dealer's name and address and we'll do the rest. Enclose a self-addressed, stamped envelope and we'll even send you a snazzy *Cycle News* stickie for your effort.

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(please print)
Address _____
City _____ State _____ Zip _____

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If mailing label is not available, print your old name and address in this box.

Please allow 3 weeks for change to take effect.

2. Print your NEW address here.

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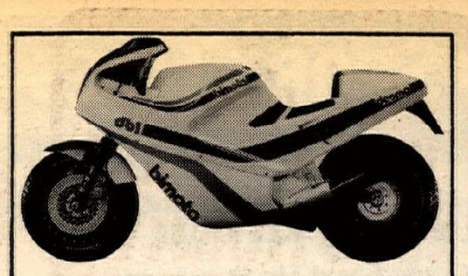
ADDRESS _____
CITY _____ STATE _____ ZIP _____

3. Mail to:
Circulation Department
CYCLE NEWS, INC.
P.O. BOX 498
LONG BEACH, CA 90801-0498



BIMOTA DB1 DUCATI
Ducati 750 engine, 350 lb. dry weight. The ultimate flashbike.

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New styles and colors, including X900 Kevlar and replica styles.

SIDI BOOTS
Available in Corsa and Spencer road race styles. New Autostrada sport touring boot only $99!

MARZOCCHI
A complete suspension line, including new Symbol adjustable shocks and M1R adjustable superbike forks.

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for more details see Dealer-Service Directory under **Riding Apparel** in the back of this issue.

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California's Newest Yamaha Dealership
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WHOLESALE & RETAIL
PENTON HONDA
PHONE (216)282-5108
1423 Foster Park Road
Amherst, Ohio 44001

(714) 631-1770
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KAL-GARD
16616 Schoenborn Street
Sepulveda, CA 91343

WANT ADS

Help Wanted

Parts & Sales
L.A. area Honda dealer has openings for motorcycle salesperson and parts counterperson. Male or female may apply. Please call Wayne at TOWN & COUNTRY HONDA, 4460 E. Gage Ave., Bell, CA 90201. (800) 243-5775; inside California, (213) 773-2164. (209/12)

Honda Technician
Busy Southern California dealership needs experienced technician immediately. Year 'round work, 5 days a week, commission and insurance plan. Beautiful Palm Desert area. Call Mark, (619) 342-4484. (210/12)

Parts Counterperson
Experience preferred. (408) 899-2401. (211/12)

Yamaha/Suzuki Mechanic
Shop mechanic with experience. Needs own tools, full time. SIMI VALLEY CYCLES, (805) 522-3434. (211/12)

Ft. Lauderdale Needs Mechanic
Yamaha South, Ft. Lauderdale's largest dealership needs an experienced and professional mechanic. Must know Yamahas. Work year 'round, exceptional pay and benefits. Call Robin, (305) 565-3114. (209/12)

Opportunity Knocking?
Open the door to a great career. Technicians wanted, $18/hour, looking for experienced technicians to join our team. Earn up to $18/flat rate hour working on Honda and Yamaha products. Good hours, full-time year 'round employment. Employer participation with medical insurance and uniform. Great opportunity for the right person. Send resume to: Schwien's, Inc., 16400 Crain Hwy., Brandywine, MD 20613, or call collect for Speed at (301) 645-5686, or (301) 372-6853. (209/12)

Chicago Area Needs Mechanic
Honda/Yamaha mechanic needed. Full time permanent position, experience necessary. Benefits, good income, start immediately. Ask for Warren, (312) 895-5500. (311/12)

Mechanic & Apprentice Mech
Experienced with tools. Immediate opening, good pay, great position with growing multi-brand independent dealership in sunny Mission Viejo. MOTORCYCLE CITY USA. (714) 495-3352. (211/TFN)

2 Honda Mechanics
Busy agency, flourishing Riverside County, top pay. Contact Al Thompson, RACEWAY HONDA, 251 N. Perris Blvd., Perris, CA 92370. (714) 943-2061. (211/12)

Professional Help Wanted
Come join the #1 Kawasaki Dealer in the nation. 3 years experience. Inventory control and counter help. Permanent position. If you have the experience and you're a team player contact Carlos at (213) 945-3494. (211/16)

Suzuki/Yamaha Journeyman
Professional atmosphere and working conditions. Resume: Savala's Sportcenter, 1175 Dewar Dr., Rock Springs, WY. (307) 362-5531, Don. (308/TFN)

GOVERNMENT JOBS $16,040-$59,230/year. Now hiring. Call (805) 687-6000, ext. R-1299 for current federal list. (107/14)

Salesman Honda
Experienced pro with desire for career with one of the top West Coast Honda dealers. Contact Bill McLean, KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. Apply in person or send resume for appointment. (210/TFN)

FULL CHARGE AUTOMOTIVE BOOKKEEPER. (408) 899-2401. (211/12)

★★ Sales Rep Needed ★★
HAHN USA has immediate openings for San Francisco/San Jose area and Salt Lake City. HAHN USA supplies a complete line of motorcycle aftermarket accessories to a large number of established accounts. HAHN USA offers great benefits, vehicle, bonuses, expense allowance, salary AND commissions. Send resume and picture to: Dave Bush, P.O. Box 1527, Kent, WA 98032. (310/11)

Wanted Service Technicians
Sunny Tennessee. Top pay for experienced professional technician! Full time. Call (615) 473-7770. (111/12)

★ Parts/Acc Salesperson ★
CAN YOU SELL? Must have experience. Large volume Honda dealer offers attractive pay, benefits and working conditions. Apply to parts manager, Long Beach Honda. (213) 423-1433. (211)

Harley Davidson Mechanic
Wanted: Harley Davidson mechanic, must be factory trained with experience. Fast growing metropolitan dealership. Russ, (206) 722-8457. (111)

LOOKING FOR AN ENERGETIC, EXPERIENCED general manager/marketing person for growing performance suspension company. Send resume/correspondence with salary requirement to: SW Simons, 2570 Leghorn St., Mountain View, CA 94043. (415) 962-8899. (211/12)

TRAINEE PRODUCT DEVELOPMENT TECHNICIAN required for manufacturer of motorcycle exhaust systems. Must have current motorcycle mechanic experience. Please contact: Jardine Headers, Santa Ana, CA. (714) 545-2414. (111)

Shop Foreman Needed
Must be certified, experienced H-D technician, clean-cut, aggressive and professional, second shift only. Excellent benefits package, steady work year 'round. Great opportunity for the right person. Send resume, work history to: Service Dept., P.O. Box 457, Talladega, AL 35160. (111)

Mechanic/svc writer/pts-sales
Major Southern California Kawasaki/Harley-Davidson agency has openings for mechanic, parts counter sales, and front office service writer with good personality. Male or female, part time okay. No experience necessary but some knowledge of motorcycles or previous parts experience would be helpful. Call (213) 534-4933, ask for Mark or John. (310/11)

Experienced Mechanics Needed
To work on Honda, BMW, Harley-Davidson motorcycles in beautiful Santa Fe. Good pay, 40 plus hours a week. Contact John or Ron, (505) 471-4000. (210/12)

* Exp Road Salesman Needed *
To call on established retail accounts in northern New Jersey, Long Island and southern New York state. Rocky Cycle Co. is one of the nation's largest wholesale distributors of motorcycle parts and accessories. The territory we offer is prime, and in addition, has excellent growth potential. If you're a hard-working self-starter and would like to realize an excellent income, this territory has it. Send resume to: Rocky Cycle Co. East, Box 305, Bridgeport, NJ 08014, or call Jim Busa, (609) 467-3442. (210/TFN)

★ Attn Western N.Y. State ★
Rocky Cycle Co. East is looking for a full-time experienced road salesman to call on established retail motorcycle shops in the western half of New York state. (Buffalo, Binghamton, Syracuse, Rochester, and all points in between) Territory needs a hard-working individual to up-sell and cultivate existing accounts. Rocky's got the product line, service and support. All we need is the right person to make it happen. Serious inquires please send resume to: Rocky Cycle Co. East, Box 305, Bridgeport, NJ 08014, or contact Jim Busa, (800) 257-5315. (210/TFN)

Parts Manager/Trainee
Excellent year 'round opportunity in Northern Virginia for an experienced person to take full control of busy parts department. Company benefits and training available for right person. If you are well organized and have some computer knowledge, call NOW: MOPEDS MPG. (703) 836-0083. Closed Sunday, Monday. (110/11)

Orlando Florida
Experienced mechanics with tools needed for rapidly growing cycle shop. Top pay, excellent benefits. Call Tom, (305) 273-3579. (111)

Honda Service Technician
For motorcycles, ATVs & scooters. Experience necessary. Must have tools. Send resume or call Concord Motorcycle Shop, 12 Sandquist St., Concord, NH 03301. (603) 228-0364. (310/12)

Bay Area's Biggest
Seeking confident person to assist parts manager in large dealership. Ability to grasp details quickly and share in supervision a must. Also seeking counterperson for brisk parts and accessory sales. Hard work compensated . . . very competitively. Apply in person or phone (415) 771-4535, ask for parts manager. GOLDEN GATE CYCLE. (210/TFN)

Warehouse Assistant
WHITE BROS Cycle Specialities is seeking a full-time parts warehouse assistant. Duties will include taking phone orders, basic computer entry, receiving supplies, filing and stocking. Typing ability a plus; motorcycle experience preferred. Must be non-smoker. Contact Mr. Robert MacEwen for an interview appointment. (714) 895-1991. (211)

Mechanic Wanted
Full time position for mechanic experienced with Japanese brands. Excellent working conditions, San Gabriel Valley location. Garry's Cycle Supply, (818) 965-7055. (211/12)

HELP WANTED: EXPERIENCED MOTORCYCLE and ATV mechanic. Must have tools. References required. New facilities. White water rafting, snow ski resorts ½ hour away. United Cycle, 100 Cohen Street, Beckley, WV 25801. (304) 252-9775. (111/12)

Experienced Partsman
Yamaha/Kawasaki, experienced only apply. Wages open depending on experience. Ask for Jim Hayes, (714) 845-6901. (211/12)

Parts Manager
Southern Florida, Honda experience required. Top pay, 5 days, benefits. Call or send application to Don at: Honda of West Palm Beach, 821 N. Military Trail, West Palm Beach, FL 33415. (305) 683-1642. (211/13)

BMW Certified Technician
Seeking mechanic for San Francisco's exclusive BMW dealership. Send resume to: 385 8th St., San Francisco, CA 94103. (415) 863-7255. (311/12)

Business Opportunities

Florida — Spacecoast
Well established motorcycle shop for sale. Excellent location, owner will finance. Call Mitch, (305) 631-1657, or (305) 632-3936. (309/11)

Bus. Opportunity ATV — M/C
Major franchise's annual gross 1.5 million. Location, fresh air Utah. Interested purchasers send detailed qualifing information to: P.O. Box 2456, S.L.C., UT 84111. Qualifiers response guaranteed. (109/16)

Los Angeles Suzuki Dealership
We've made our million — now it's your turn! Smooth running, easy takeover. All inquires to: Cycle News, Dept. SB, P.O. Box 498, Long Beach, CA 90801-0498. (310/19)

Northern California MX Track
80 acres, low land lease, ½ mile off I-5. Supercross gate, scoring tower, P.A., sign up booth, fenced, underground water system, ready to race, extras. Call (714) 539-7040. (111/12)

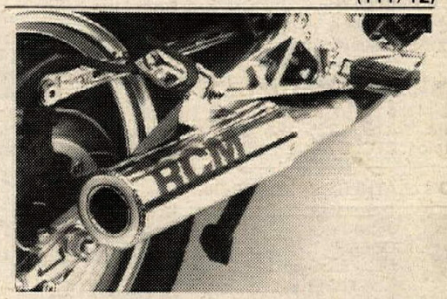
No. Calif. Parts & Service
Complete service shop, 6000 square feet with parts and accessory store, downtown location, low, low overhead, return on investment, 2 years. $49,000. Call Shane, (916) 743-2041. (309/12)

So. Cal Franchised Dealership
Low overhead, blow-out location and lease; Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (201TFN)

Eddie Lawson signature T-shirts
$12.95 — S,M,L,XL. Send check or money order to: Fine Line Sportswear, 1040 W. 2nd St., Pomona, CA 91766. (111/13)

Gardnerville Husqvarna
Closeout prices on 4-strokes; '86 510TX and 500TC. Call (702) 782-3555. (211/12)

WANTED: ENCLOSED MOTORCYCLE TRAILER, 10'. Also wanted: Showa fork kit. (715) 693-6696. (111/12)



DG 'RCM' Exh for Interceptors
DG 'RCM' slip-ons are true reverse cone megaphone exhausts. Custom fit and polished to a mirror finish. Up to 20% horsepower increase!! Made from 6061-T6 aluminum alloy. From $199.95. Availability: FJ, FZ, Ninjas, GPz1100, Interceptors, GSX-Rs. Dealer/distributor inquiries invited. DG PERFORMANCE, 1230 La Loma Cr., Anaheim, CA 92806. (800) 854-9134, (714) 630-5471 California. (211/ETI)

1982 Honda XR500R
Terry fork kit, trail rider's bike in very good condition, $850/OBO. (805) 493-1680. (111/12)

Garage Sale — Dirt/Drag/Trail
YZ490J, new cases, tranny, top end, ported, Ohlins, a real winner. XT500, converted drag racer, bullet proof motor, 15 national records, have original equipment. '79 Suzuki TS185, wife's bike, used as trail bike, like new! (213) 920-3151 after 5p.m. (311/12)

Brand New '85 Honda
XR600R, ridden once, bought 2/10/86, paid $2300, sell for $1900. (213) 425-2120. (111)

1986 CR250R, RACE TECH REVALVED SHOCK, still new, never raced. $2100. (714) 750-8983 after 5p.m. (111)

WANTED: EXHAUST PIPE FOR 1984 495 KTM, air cooled. Ron, (213) 674-4689 after 8p.m. (111)

Flattrack
Yamaha TT500, Carillo rod, head flowed, 38mm Mikuni, Long studded, Bills pipe, new WM4 tire and rim. Proven amateur National winner, no place to race. $500 firm, no trade, serious calls only. (714) 980-0629. (111)

1984 HONDA XR80, EXCELLENT CONDITION, $400 firm. Never been raced. (714) 980-0629. (111)

GSXR750 Yoshimura Parts
Full race pipe, $250; ignition, $150; smoothbore carb kit, $450; one race only. (716) 694-7923. (111)

1985 HONDA CR500R, LIKE NEW, $1600. $1800 with gear. Negotiable. (205) 739-0936. (111)

1981 HONDA 250 WKR MOTOR, USED AS SPARE, brand new top end, never fired, ready to race, with coil, black box, clutch cable, $600. Wanted: Dirttrack chassis for Yamaha 500. (314) 527-8902. (111)

Hangtown Motocross
Sportsmen entries still available. For information call (916) 363-3153 or (916) 783-5676. (111)

Wanted: Motor
For '84-'85 YZ250. (516) 798-1044. (304/11)

1985 YAMAHA YZ490, ONLY 20 RIDES, new Dunlops, Boyesen reeds, original bore, new rings. Excellent condition, $1450 firm. Call evenings and wekends (818) 368-5232. (108/11)

Italian Sport or Touring
Have 6, only need 3. Selling 1982 Laverda Jota, 4400 miles, mint, $4000. 1980 Moto Guzzi SP1000, VGD, $2000. 1972 Moto Guzzi Ambassador, VGD, 28,000 miles, $1500. CT. (203) 484-9380, Ken after 6:30p.m. (308/11)

9' Dico Trailer
3 month old enclosed Dico trailer. Priced to sell at only $998. Town & Country Honda, 4460 E. Gage Ave., Bell, CA 90201. (800) 243-5775, inside California, (213) 773-2164. (209/12)

WANTED: 2-piece roadrace leathers, 5'10", 170 lbs. (913) 829-2533, (913) 829-4323. (310/12)

1983⅞ Moto Guzzi Lemans III, $3000. (213) 379-4013. (110/11)

1985 YAMAHA RZ500, 2200 KM, MUST SELL NOW. Extra sprockets and suspension parts go with bike. $3200. (502) 821-0037 days, (502) 683-7590 evenings. (308/15)

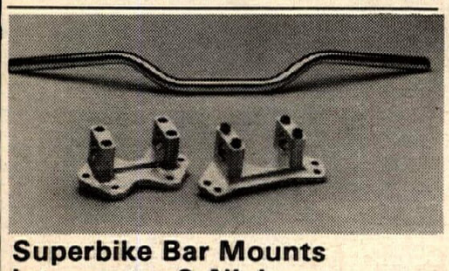
ICO Odometer/Speedometer
Join Terry Cunningham and many other top riders who win with this hi-tech instrument. Complete kits with mounting bracket and full instructions for all bikes just $159.95. ICO/Performance Products, P.O. Box 1294, Bayou Lacombe, LA 70445. (504) 882-3107. (205/TFN)

Performance Headers that Last
Marshall, made in Holland, 4/1, chrome, black chrome, 6 month manufacturer's warranty, access to oil drain and filter, keep center stand and side stand, smoother engine, increased horsepower, no carburetor modification. MP Import, MA. (413) 458-3687. (307/11)

FOR SALE: 500cc KLEMM BUILT MOTOR, carb and pipe, $1995. (918) 663-2250, ext. 324, (918) 742-5627 evenings. (309/12)

Dainese Leathers
6 2-piece zip together suits, 6 1-piece roadracing suits. Prices, $325-495. Call for information and catalog. CYCLE RACER, (818) 574-7625. (210/11)

D's LEATHERS. (419) 729-9639. (106/15)



Superbike Bar Mounts Interceptor & Ninja
Billet aluminum CNC machined bar mounts replace stock clip-ons at a lower cost and allow choice of different bars. Storz Performance, 1362 Tower Sq. #2, Ventura, CA 93003. (805) 654-8816. (205/TFN)

Sunshine Cycle has Moved!
Our Fullerton store is now located next door to ANGELO'S at: SUNSHINE CYCLE, 529 S. State College, Anaheim, CA. (714) 772-0800. (211/15)

★★ Husqvarna ★★ KTM★★ ★★ Lowest Prices in USA★★
All '85s in stock. Husqvarna 250CR, 500CR, 250XC, 250WR, 510TX — KTM 350MXC, 250MXC. Zero Down Financing. Open 7 Days. ALBA HONDA. (619) 436-9771 (210TFN)

1984 Brand New YZ125L
Only $1099, limited supply. PASADENA SUZUKI YAMAHA, (818) 795-4129. (244TFN)

Riding Leathers
Speedmode 2 piece zip together riding leathers. Both grey with silver trim and worn only 5 times. European sizes 50 and 54 fits 5'6" 140 lbs. and 6'2" 190 lbs. Sold new for $395 each, will sell for $250 each or $475 for both. Call Jim, (717) 386-2909. (309/11)

Cycle Products West ATK Sale
Last new ATK without countershaft disc brake, $3995 OTD. Also 2 used ATKs, priced to move. CYCLE PRODUCTS WEST, shop of race proven winners, 11900 W. Pico Blvd., L.A. (213) 477-0997. (211)

1985 RZ350, 600 MILES, RED AND WHITE, never raced, showroom condition, delivery possible, Baltimore, MD. $1995/OBO by April 1. (301) 494-9694. (111)

1984 KTM 495
New top end, silencer, spark arrestor, many extras, great condition. (213) 861-9957. (311/14)

1984 YZ250
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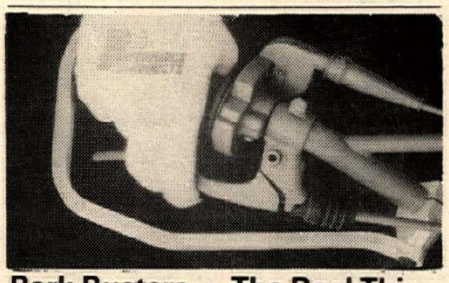

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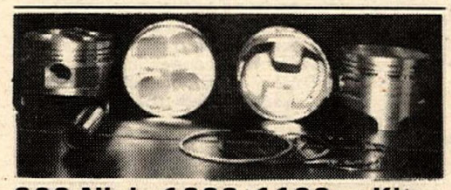

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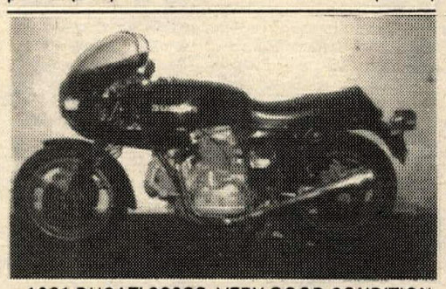

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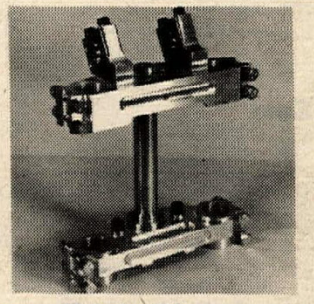

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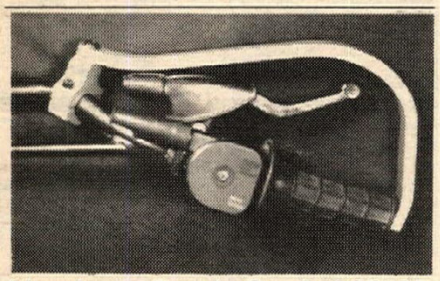

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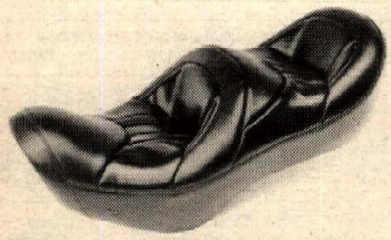
New 1981 TZ500H Motor

Complete in crate, carbs, ignition, YPVS control. Never run, still in crate, $2100. (206) 398-7824. (109/12)



Custom Honda Seats

Selling tooling to produce (5) models, V-4 Sabres, Magnas, Interceptors. Includes plate and foam molds, patterns, foam chemicals, samples, supplies and more. $2000 firm. John, P.O. Box 192, Huntington, MA 01050. (413) 667-3037. (111)

'85 Kawasaki KDX200

Good condition, very clean, runs strong, very dependable, Answer spark arrestor, Bark Busters. $1100. (805) 482-9790. (111)

Armstrong 250 Road Racer

Brand new power valve, cylinders, new con-rods, main bearings, seals, 38mm flat slide Mikunis, wide rims, new Michelins, never crashed. Call (305) 668-8451 after 6p.m. (111)

1985 SUZUKI GS1150E, EXCELLENT CONDITION, 1000 miles, Progressive Suspension fork springs. (714) 628-7277. (111)

1984 Honda CR500

Showroom condition, ridden twice, $1300. (714) 738-5003. (111)

1985 CR125

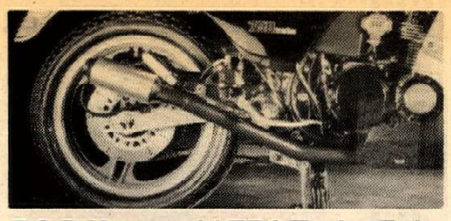
Stock, excellent condition, runs great, $1175. (818) 965-7055. (111/12)

YAMAHA 750, SHELL FRAME, Marzocchi forks, Shell glass, never been raced, $1000/OBO. Will trade. (217) 423-3821, ask for Claude or Pat. (111/12)

'85 RM250 and '84 RM500. Excellent condition, professionally maintained for pro rider, extra parts. 250, $1500; 500, $1200. (714) 992-5391. (111/12)

★★ Pro-Cycle KTM/Husky ★★

1986 Husqvarna's in stock: 250CR, 250 Enduro, 400XC, 500XC. Pro-Cycle has the lowest prices on 1985 Husqvarna 250 and 500CRs. Call now! (714) 524-5441, Orange County, CA. CALIFORNIA'S LARGEST INVENTORY OF HUSKY PRODUCTS! (207/TFN)



D&D Kawasaki 750 Turbo Exh.

10% extra hp, saves 20 lbs. 4/1. (800) 327-1109. Injection boost kit also available. (210/TFN)

Rare!

'83 Kawasaki KZ1000R, Lawson replica Superbike. Like new, many, many extras. $3600/OBO. (916) 246-8364. (310/11)

RICKMAN EXECUTIVE TOURING FAIRING. Rickman red, clear screen, excellent condition. Made for sport touring with good wind protection. $175. (502) 264-1923. (109/11)

1983 Honda CR125

Excellent condition, $850. Bob, (213) 423-3068. (411/12)

1961 Matchless

350cc single, complete bike, $850/OBO. Fred, (714) 774-6656. (311/12)

'86 CR125 — '85 XR350

CR: Pro level suspension and engine mods. XR: Suspension and engine mods. Both excellent condition, make offer. (714) 996-3241, (714) 993-5454. (311/12)

1985 Can-Am 560 Chassis

Two new, unused rolling chassis less engines, $595 each. (817) 294-8634. (106/11)

TZ750 Yamaha

National caliber, many special parts, plus spares, $4500/OBO, or trade for new 600 Ninja, RZ500, FZ750 plus cash, or ? (408) 462-4591. (309/11)

Own One of a Kind!!

Pro-Tec TT600. This is the bike Ricky Johnson and Eric McKenna rode to 4-stroke National Championships. As seen in January '83 Dirt Rider Magazine. Must see! $2500/OBO. (714) 855-2302 evenings. (309/11)

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Shipped ANYWHERE UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 582-8332. (234/NW/TFN)

It Was A Very Good Year

1974 saw Nixon nosedive in the political world and Kneivel nosedive in the Snake River. What a year, and now you can have a piece of it courtesy of Cycle News. We have a limited number of very special Posterbook Newspapers available from that memorable year. The photographs and illustrations in the Posterbook will conjure up wonderful images and memories from that enigmatic era. Save a bit of history for yourself. Order your Cycle News Posterbook Newspaper today for only $2.00 from the Cycle News Inc. Product Order Form located below the Advertiser's Index. (5TFN)

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★ KTM ★ KTM ★ KTM ★

SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

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PORTING TOOLS — Motors/tools/cutters/stones/kits/mandrels/abrasives/parts/acces. for any M/C, ATV, car or dune buggy port job. #1 US Mfr./Dist. porting tools. CC Specialty, Rt. 4, Box 204, Lawrenceburg, TN 38464 (615) 762-6995.

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PRO-FUEL — High performance gasoline 108 octane. Legal for all racing organizations. Attention speedway & drag racers: Methanol now available. We ship daily —UPS & motor freight. (213) 830-4678.

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PAUL THEDE'S RACE TECH —Repair cracked & bent aluminum radiators & oil coolers. We fix what others can't. All work pressure tested & guaranteed. UPS daily anywhere. 3227 Producer #127, Pomona, CA 91768. (714) 594-7755.

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OFF ROAD RENTALS — M/C —dirt, street, ATC70-350X/Odys/Tri-Moto 60-225DX/Moto-4/Suz. Quad racers/Quad Sports/jet skis. Parts/acc/full serv/trailers. Los Alamitos (213) 594-8901, (714) 821-1590, Orange (714) 771-7390.

Singleshock Service

PRO-TEC — Custom rider set-up, rebuild or repair all single-shock suspension. Eliminate suspension-caused swap, buck & ill-handling. Quick turnaround (714) 738-0631, (213) 697-6759, 282 Gemini, Brea, CA 92621.

Singleshock Service

SCOTT'S — Complete fork & shock service on all single & dual shocks, Monos, Floater, ProLink, Unitrak, Ohlins, Fox, Works. Porting starts at $40.00. 2627 Honolulu Ave., Montrose, CA 91020. (818) 248-6747.

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OFFROAD MOTORCYCLE APPAREL REPAIR — expert resoleing and repair on all brands of boots. Custom modifications and repair on all brands of pants or shoulder pads. Now you can get extra seasons out of your old gear or have an extra set! For more info call Ormar 503/678-5175.

Riding Apparel

VERA'S LEATHERS — Best personal service/value/delivery time. Compare racing apparel/street wear/karting. Talk w/design consultant or check prices. (714) 592-4735. Repair/alter any leather garment. 466 W. Arrow Hwy. #K, San Dimas, CA 91773.

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RUSS DARNELL MX/ATV SCHOOLS — since '69 full program of off road technique: MX/enduro/trail/desert. ATV rider/racer sessions. SVIA cert. Dealers/clubs/small groups. P.O. Box 8004, Canyon Lake, CA 92380 (714) 244-1213.

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HONDA SHOCK SPECIALIST —"Too Tech Racing" will rebuild/revalve your shock for maximum performance. 1986 Fade-proof mods ready. One day service. Rick Johnson, 19333 Sturgess Dr., Torrance, CA 90503. (213) 371-3887.

Singleshock Service

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BATES LEATHER SHOP — Everything, from our Touring and Racing Leathers to our Fast Lane Boots, Gloves and Cold Weather Touring Suits, is available at the bigger-than-ever Bates Leather Shop. Standard and custom sizing or designs. Shop with the Pros, be fitted by the Pros. Men, Women, Alterations, Repairs and Cleaning. Cycle Accessories on display too. Open M-F 8-4:30; Wed 'til 8. Selected Sat. 9-2:30. (213) 435-6551. 660 W. 16th St., Long Beach, CA. Nr. LB Fwy. & Pacific Coast Hwy.

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SHOCK REBUILD/REPAIR/TUNING. Complete serv. for OHLINS & all Jap bike single shocks. Shafts, bodies, seals, spgs. & new units stocked. Damp & travel mods. 2 Day serv. UPS Dlr. inquiries inv. MOTODESIGN 1948 Harbert, Memphis, TN 38104. 11 am-8pm. Mon.-Sat. (901) 276-9006.

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STEEL SHOES — Ken Maely, since 1950. Dirt Track $75. Lt. Wt. Spdway $85. Send boot. Specify race type. 14" lace boots $85. Everything for Speedway. 8580 Bedford Motorway, Corona, CA 91720. (714) 735-0540.

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DUCATI RACING & STANDARD — wholesale/retail; twins only. Conti/Dellorto/Verlicchi/Brembo. Alloy; tanks/air-caps/fork-braces/sprockets. Clutches/cables/gaskets/shims/cambelts/etc. Tues.-Sat. 10:30-6:30. Ducati America. (714) 898-1211.

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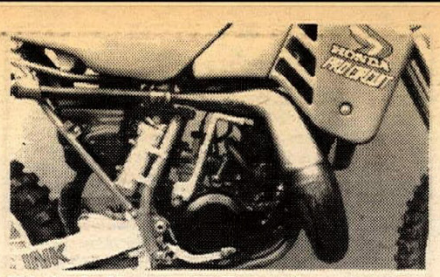

Rick Johnson's Pro Circuit Pipe

The same Pro Circuit Power Pipe used by Team Honda's Rick Johnson on his CR250 to dominate the 1986 Supercross Series is available to you. It provides more bottom-end and mid-range power for serious acceleration with no loss on top. Pro Circuit Power pipes are the choice of every factory team for their '86 production bikes. Honda, Yamaha, Suzuki, Kawasaki, $138. PRO CIRCUIT, 4212 East LaPalma, Anaheim, CA 92807. (714) 993-5400. (210/11)

Rotax 4-Stroke Parts

In stock for overnight delivery. Ron Wood Racing Products, (714) 645-0393. (211/14)

Wanted: Mitchell Rims VF500

16" front, 18" back, also 13" disc set-up with 4 piston calipers, would like Performance Machine. Ask for Mike, (818) 991-1892. (310/12)

'81 490 MAICO, WORKS PERFORMANCE shocks, Wheelsmith mods, clean, $575. (714) 689-4171. (310/13)

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Rolling chassis, complete line of racing and standard parts, big bore kits for 560, 600 and 660. Big valve heads. Wood-Rotax polo shirts. All in stock for immediate delivery. Ron Wood Racing Products, 755 W. 17th St., Unit D, Costa Mesa, CA 92627. (714) 645-0393. (211/14)

GSXRs — Stop Paint Damage

Pre-cut kit includes tank, knees, right and left heel protection. Made of thick 12 mil clear film with special adhesive that allows safe, easy removal. Other cycles available. Send $14.95 per kit, your name, address, cycle model and year to: M&M Enterprises, 6513 Lankershim Blvd., Suite 74, North Hollywood, CA 91606. (311/13)

1984 HONDA CR250, GOOD SHAPE, $850. (213) 631-2534. (110/11)

Dellorto Carburetor Sale

PHF 30mm, 32mm and 36mm, $45. Malossi quad kits, 32mm and 34mm, $150. Ron Wood Racing Products, 755 W. 17th St., Unit D, Costa Mesa, CA 92627. (714) 645-0393. (211/14)

Direct from Japan

Motorcycles, parts, performance accessories—retail, wholesale. KITACO USA. (805) 254-3043. L.A. Division of KITACO ENGINEERING CORPORATION, Osaka, Japan. (110/11)

83 750 Intercep.-original owner

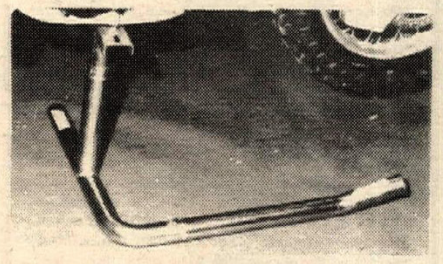
All factory updates, low miles, new premium rubber. Immaculate, $2495. Santa Monica, CA. (213) 450-9800. (410/11)

1984 Kawasaki 900 Ninja

Mint condition, completely original, garaged, 3800 miles, $3500. Mike, (714) 472-5229 days, (714) 846-0929 evenings. (110/11)

1985 Honda CR500

Perfect condition, extra clean and fast, blueprinted cylinder with Boyesen reeds, revalved forks and shock by Race Tech, plus extras. $1500/OBO. (213) 728-6805. (110/11)



NEW PRO-STAND. 360° ROTATION $44.95. AVAILABLE AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (245EFI/TFN/NWX)

TZ250F — LECTRONS, SPONDONS, Dymags, G-top end, SS lines, rain tires, rims, new glass, full spares, race ready, $2000, trade street bike. (516) 924-4616. (110/11)

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1984, all new, good strong motor, $3850. (517) 777-5962 after 4 p.m. (110/11)

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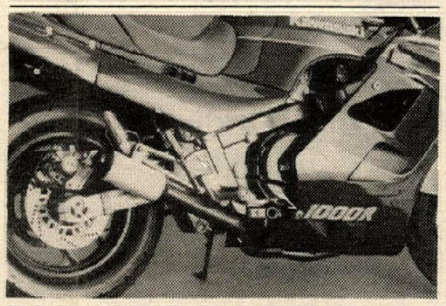
1985 Honda CR250R

Never raced, ridden twice, mint condition, $1495. (714) 642-8197. (110/11)

Fine tune the most important part of your motorcycles . . . You

Modern motorcycles are limited in performance only by the rider's ability. Learn how to become "as one" with your machine . . . LEARN FROM A PRO . . . 3 time AMA Superbike Champion Reg Pridmore. Reg, in partnership with R.A.T.S., can help you develop the skill and confidence to handle your bike like an expert. Classes for ALL BRANDS of motorcycles will be conducted April 4 at Sears Point, Sonoma, CA, and May 3 at Roebling Road, Bloomingdale, GA. Classes for BMW motorcycles ONLY will be conducted at the following courses: Riverside Raceway, Riverside, CA, April 12 & 13. Roebling Road, May 4. Mosport Park, Toronto, Ontario, May 12. Gratten International, Grand Rapids, MI, May 17. Bryar Motorsport Park, Laudon, NH, June 2. Laguna Seca, Monterey, CA, July 31, August 1 & 2. Don't miss this opportunity to hone and fine tune your riding skills. Act now as enrollment is VERY LIMITED. R.A.T.S., 2763 W. River Pkwy., Grand Island, NY 14072, (716) 773-4960; R.A.T.S., 1946 E. Thompson Blvd., Ventura, CA 93001, (805) 648-2895. (309 & 11)



D&D 1000R 900, 600 Ninja

10% extra hp, saves 25 lbs., 4/1. (800) 327-1109. (206/TFN)

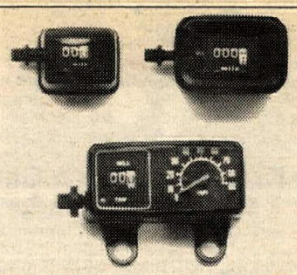
GSXR750 — Never Titled

Forced to sell, $3900. '83 VF750 club racer, $2000/OBO. Don, (305) 773-5419. (110/12)

1982 RM125, EXCELLENT CONDITION, $550. Jon, (714) 624-0201 mornings. (110/12)

500 Interceptor — CBX

1985 Honda 500 Interceptor, 4400 miles, Hi Sports, excellent, $2100. 1979 CBX, sport kit, 2 sets collectors, street Strokers, excellent, $2100. (614) 472-0717 days, (614) 483-2579 evenings. (110/11)



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We have drive kits and Japanese odo heads for all European bikes and most MXers. Retail only COUNTDOWN (818) 348-8381. (231/ALT)

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Superior even-break motocross gate, 41 bay, never used. $3500. (201) 647-3544. (310/12)

Wanted RM465 or RM500 Suz.

Motor only, any condition. Call after 5 p.m. (619) 398-0970. (103/12)

2 1980 XR750s

Race ready. New pistons and sleeves, Branch heads, Lawwill and Patrick cams and clutches, extra pipes, carbs and more. Call (714) 822-8737 days, (714) 877-5118 evenings. (110/13)

Clearance Special

DOT approved, 3 layers hand laminated fiberglass, black only sizes 7, 7⅛, 7½, 7⅝, 7¾. Helmet bags. Price special, $39.95. Japanese Parts Distributors, 2417 E. Main St., Visalia, CA 93277. (209) 734-0430, (209) 734-0457. (239/TFN)

How's Your Sense of Humor?

The MX Cat Comic Book is the perfect test. If you don't think it's funny, you probably didn't laugh when your prom date fell in the punch bowl, or when your dad backed the car out of the garage before he opened the door. Don't delay! Order your MX Cat Comic Book today, and let the whole family enjoy a good laugh on you. They are just 75¢ and available by using the Cycle News, Inc. Products Order Form located below the Advertiser's Index. (5TFN)

2 NEW 40mm DEL'ORTO pumper carbs, $75 each. Call Ryan, (505) 523-9401. (110/11)

1984 INTERCEPTOR VF1000F, 5000 miles, rear seat cowl, 117 hp, Canadian, California registration, $3395. Dave, (408) 998-4445 weekdays. (110/13)

RZ500. EXTRAS, ASKING $3200/OBO. RR leathers with boots, $275/OBO. (312) 448-6344. (110/12)

AMA Superbike — Kaw GPz750

Kosman, EPM, Spondon, Super Trapp. Too many extras, spares to list, $2800. (415) 635-9679. (110/11)

1986 GSXR750 — Canadian

Brand new. Black, white, red. $4700/OBO. (415) 635-9679. (110/11)

1985 Yam TZ250N/Low Miles

Excellent condition. Dymags, spares kit. $5000. (415) 635-9679. (110/11)

$2100 for a $4000 Husky —

CHEAP! 1985 Husky 500XC, Scott shock, super clean, many extras. (805) 822-5502. (110/11)

California Superbike School

Course fee includes leathers, helmet, boots, gloves and Kerker equipped Kawasaki 600 Ninjas. Riding seminar by Keith Code, and 40 miles on the track. Upcoming Schools: Willow Springs March 22, 1986, April 5, 1986; advanced school April 26, 1986. Laguna Seca March 28, 1986. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (241/TFN)

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213/427-7433

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Make sure you enclose enough to cover additional issues.

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Ninja 900 performance from your Eliminator. Also save 22 lbs. on exhaust system. Unpainted, $219.95; chrome, $259.95. HOT BIKE ENGINEERING, Fremont, CA. (415) 656-8275. (111)

Lou's Leathers
All types of competition & street leathers. Catalog available. Lou's Leathers, 300 Peck Road, Elkhorn, KY 42733. (606) 787-5029. (210/15)

'85 Husky 250 Cross Country
Excellent condition, used 6 months, $1600. (714) 824-0129 after 6:30 p.m. (310/11)

'84 FJ1100
Bought new June, '85, 3700 miles, SuperTrapps, K&N pods, Dynojet III plus extras. Delivery possible, $3300. Casey, (805) 684-2222. (310/11)

C & J Honda 600
Single shock, under carbs, $4500. Roland, (517) 697-4425. (311/12)

1985 Husky TX 4-Stroke
6 speed, new top end, new chain and sprockets, bike in top condition, $1800. (805) 543-7137. (311/12)

1985 YZ250 — $1400
New condition. (213) 317-3128 after 7p.m. (311/12)

1985 KTM 125
Excellent condtion, engine and suspension by Pro Cycle. $1100/OBO. (805) 944-2310. (111/12)

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Eurostyle Motorcycles
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***Honda — NS400R V-3**
***Suzuki — RG500 Gamma Sq-4**
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***Ducati — 1000 Hailwood Mille**
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Call Now!!! (415) 485-1921.
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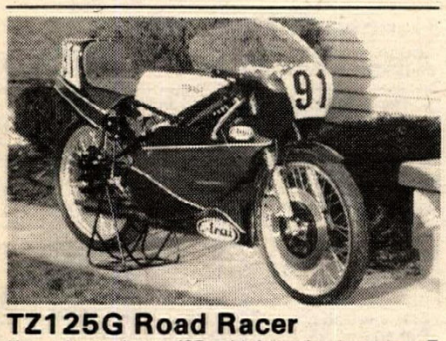

TZ125G Road Racer
Never been down, '85 mid-Atlantic champion. 7 races, all spares, slicks, rains, perfect, $1800/OBO. (817) 461-1024 after 6p.m. (311/12)

1982 Yamaha YZ490
Fresh top end, new rear tire, moto tank, desert tank, new levers, new bars, runs strong, excellent condition, $800. Call John, (818) 331-2429 evenings. (311/12)

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Excellent condition, ridden 8 times, $1800. (213) 389-3547. (111/12)

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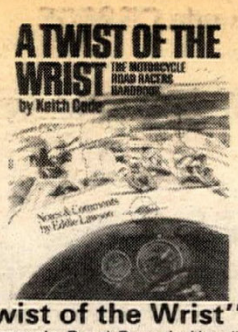

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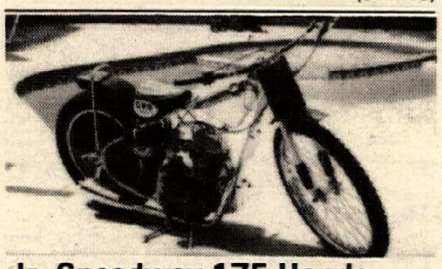
No blems, 1976 through 1979. Prefer brown 1977, fenders and covers too. Mike, (214) 262-7471. (311/15)



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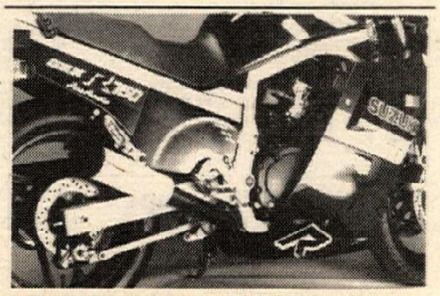

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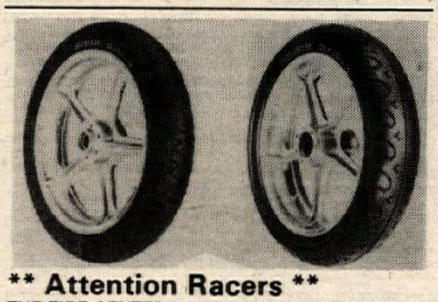

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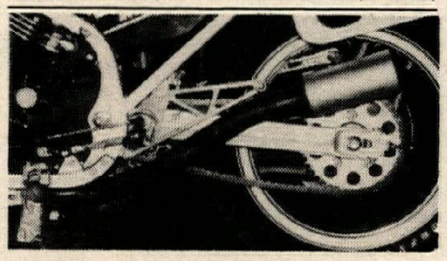

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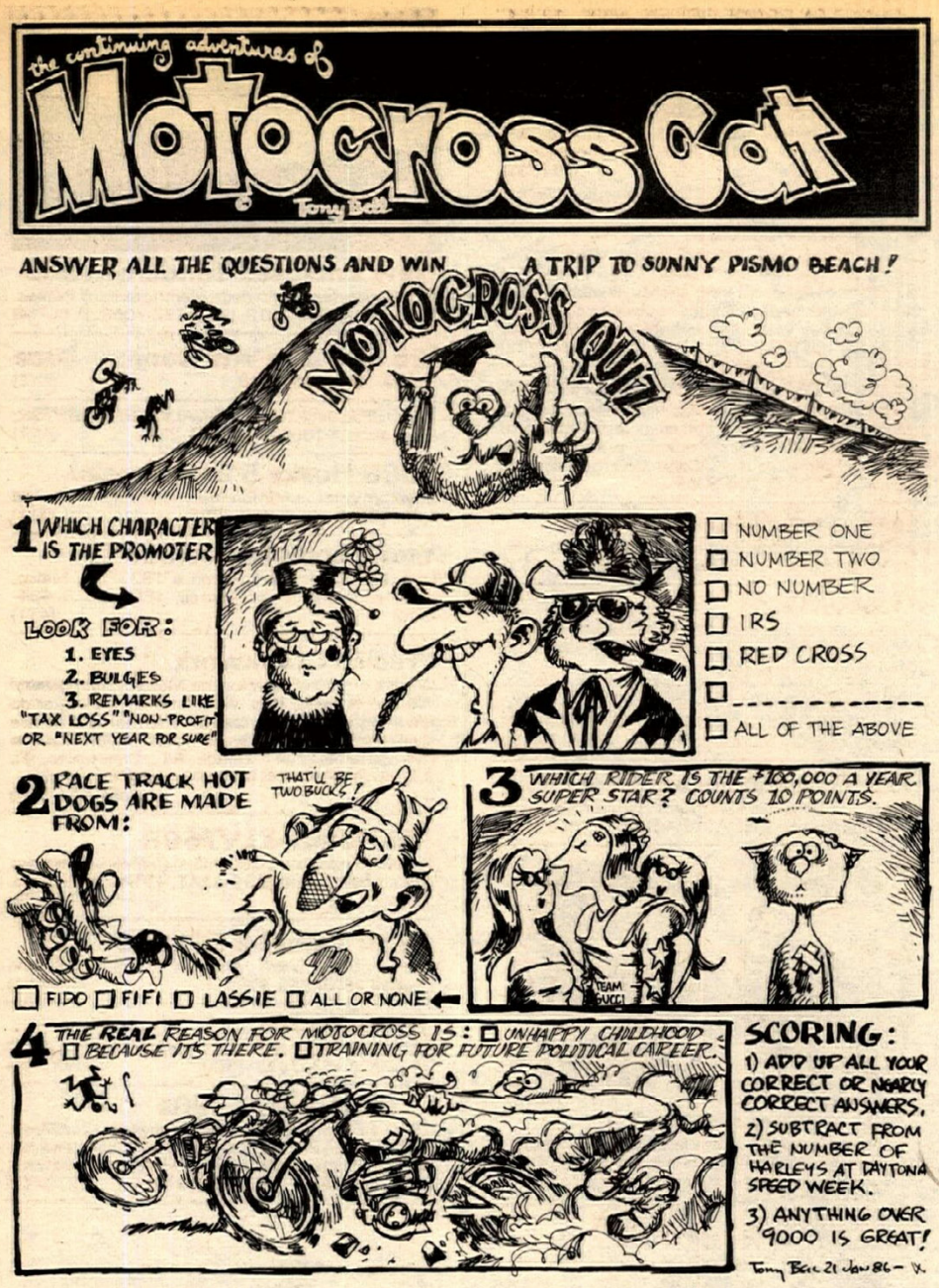

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Advertisers Index

A&A Racing Service 50
A&L Suzuki 39
AFM 45
AMA Champ. Cup Series . . . 37
ATK 41
ATV News 40
Action Cycle 54
Action Sports Cycles 49
Aircone Inc 50
Alhambra Yamaha 49
American Honda . . . . . 6&7
Appalachian Cycle Acc 39
B&B Sales & Service 49
B&J Motocross Inc 42
BMW Of North America 5
B.P. Cycles 49
Banzai Bros 50
Barnett Tool & Eng 46
Barr's Competition 41
Bates Leathers 48,51
Beach Sports Cycle 53
Bell Helmets 23,50
Bellflower Yamaha 45
Bernie's Cycle Service 49
Bettencourt's Honda 53
Bike Barn 37,46,54
Blocker Enterprises, Inc 49
Brantford Cycle 45
Brewer Yamaha Inc. 54
Breyley Yamaha 49
Brunswick Suzuki 49
Buffalo Number Plates 50
Burbank Yamaha 46
CC Specialties 51
CMC 42
CRC 43
CRF 45
Cal-West Cycle 50
Calif. MC Insurance 50
Camel Pro 56
Ceet Products 44
Champion Moriwaki 34
Champions Choice 45
Chivington Honda 49
Coffman's Cycle 49
Competition Tire 35
Continental Cycles 45,53
Corbin Pacific 38
Corky's Cycle Sales 53
Cosmopolitan Motors 48
Covina Kawasaki 36
Cycle Design 53
CN Address Change 47
CN Calendar Blank 46
CN Products 38,46
CN Sub. Info 9
Cycle Parts West 34
Cycle Pro 51
Cycle Products West 36
Cycle Racer 41
Cycle Riders, Inc 44
Cycle South Inc 53
Cycle Specialties Athens . . . 53
DeAnza Cycle Park 45
Dico 51
Dirt Bike Hdqtr 54
Dirty Harry's Dirt Bikes 49
Dixie Cycle Gear 51
Double Cross Racing Assn . . 42
Dr. John's MC Frame . . . 36,50
Ducati America Corp 51
EBC Brake Pads 17
Earl Mark Productions 45
Ed Labelle Cycle Eng 49
Eric's Motorcycle Co 45
Euro Sport, Inc 49,51
Euro-Cycle Import Inc 50
European Cyc Specialties . . . 51
Extrude Hone Abrasive 45
Falicon Performance Eng . . . 50
Flint Indian Sales 53
Fox Racing 25
Fred Heistand Automotive . . 49
Frederick's Cycle Center . . . 53
Freedom Kawasaki Inc 54
Freewheeling Honda 49
Glen Jordon 54
Griffin Vehicle Service 41
H&H KTM/Husqvarna 34
Halls Harley Davidson 54
Halmar Enterprises 48
Harper Cyc and Machine . . . 54
Heid's Hodaka 49
Hi-Point Racing Prod . . . 35,39
Honda Of Orlando 53
Honda Of Winston Salem . . . 54
Honda/Kaw Of Irwin 49
Huffman's Competition 54
Hurst Yamaha 38
Inter-Shows 45
International Speedway 42
JB Products 41
JC Agajanian 31
Jart 50
KK Motorcycle Supply 41
Kal Gard Mfg 48
Kawasaki Motor Corp 21
Kawasaki Of Missouri 53
Kawasaki Of Riverside 37
Ken Maely 51
Kevins Cycle 35
La Carrera Road Race 45
Laidigs Cycle 54
LeBard & Underwood 50
Legend Cycle Inc 54
Lewis Husky Barn 54
Long Beach Yamaha 48
Malcolm Smith 49
Mann Designs 38
Mash Cycle Shop 53
Master Link Publishing 37
Mathias Cycle Shop 54
Megacycle Cams 38
Mellon Motorcycle Co 54
Michelin 17
Micro Bore Racing 54
Mikes Cycle Supply 53
Mister Cycle Parts 54
Moto World 44
Motodesign 51
Motorcycle Center 54
Motorcycle Tire Works 44
Motorcycle World 37
Motorcyclist Services 44
Mouse's Cycle 54
NMA 42,43
Neil Keen 44
North Alabama Trail 45
Northwest Sleeve Eng.Wrk . . 50
Oakland Spt Ctr 41
Off-Road Rentals 51
Ormar 51
Othman Dist Co 49
PJ1 Corp 23
Pace Management, Inc 33
Paul Thede's Race Tech 51
Penton Honda 48,54
Performance Cycle Works 50
Phillips 66 Co 45
Pro Cycle & Acc 53
Pro Fuels 51
Pro Tec 50,51
RCS Distributing 45
Racers Choice 53
Raceway Honda 38
Ray's Suzuki Cycle 51
Razee Motorcycle Center . . . 49
Rees Motors, Inc 50
Rehoboth Cycles 53
Rick Johnson 51
Ridersville Cycle 44
Russ Darnell 51
Rustan Yamaha Parts/Acc . . 50
S&S Sprockets 36
SMX 43
SPE 43
SRA 45
Sammy Tanner Dist 45
Sand Hill Motocross 43
Scott Daugherty 50
Scotts Scooter Serv 51
Shager Messenger Action . . . 41
Sherman Oaks 50
Sherman Oaks Hon/Tri 34
Shoei Helmets 27
Sierra RV 44
Simi Valley Cycle 53
Small Engine Machine Wrk . . 50
Soteria Cycle Parts & Acc . . 53
Spectro Inter. Cont. Lub 46
Spectro Oils Of Ohio 44
Spectro Oils West 39
Sport Tracks 47
Stadium Mtrspt Corp 27
Stator Repair Service 50
Steve Simons Inc 51
Steve Storz Performance . . . 44
Street Cycles, Inc 53
Sudco Int'l 31
Summit Industries 41
Sunshine Cycle Access 49
Suz Of Van Nuys 39
Tankslappers M.C. 42
Tap-Ex 50
Tereflex 41
The Frame Shop 50
Thousand Oaks Yam/Kaw . . 36
Torco 36
Trick Racing Fuel 49
Tu Gee Enterprises 39
Tuf Racing Products 35
Turbo City Inc 53
Twin City Kawasaki 54
U.S. Suzuki . . . 11,12&13,28&29
Vera's Leathers 51
Wagoner's Cycle Works 53
Wares Ferry Motocross 45
Web-Cam 48
Westmoreland Tri Cyc Sls . . . 49
Wheel Works 45
Wheelsports 54
White Bros Cyc Spec 51
White Wolf Raceway 45
Widder Shell Service 54
Willow Springs Raceway . . . 42
World Sports Promts . . . 25,35
Yamaha Intern'l . . . . . 18&19
Yamaha Of Raleigh 54

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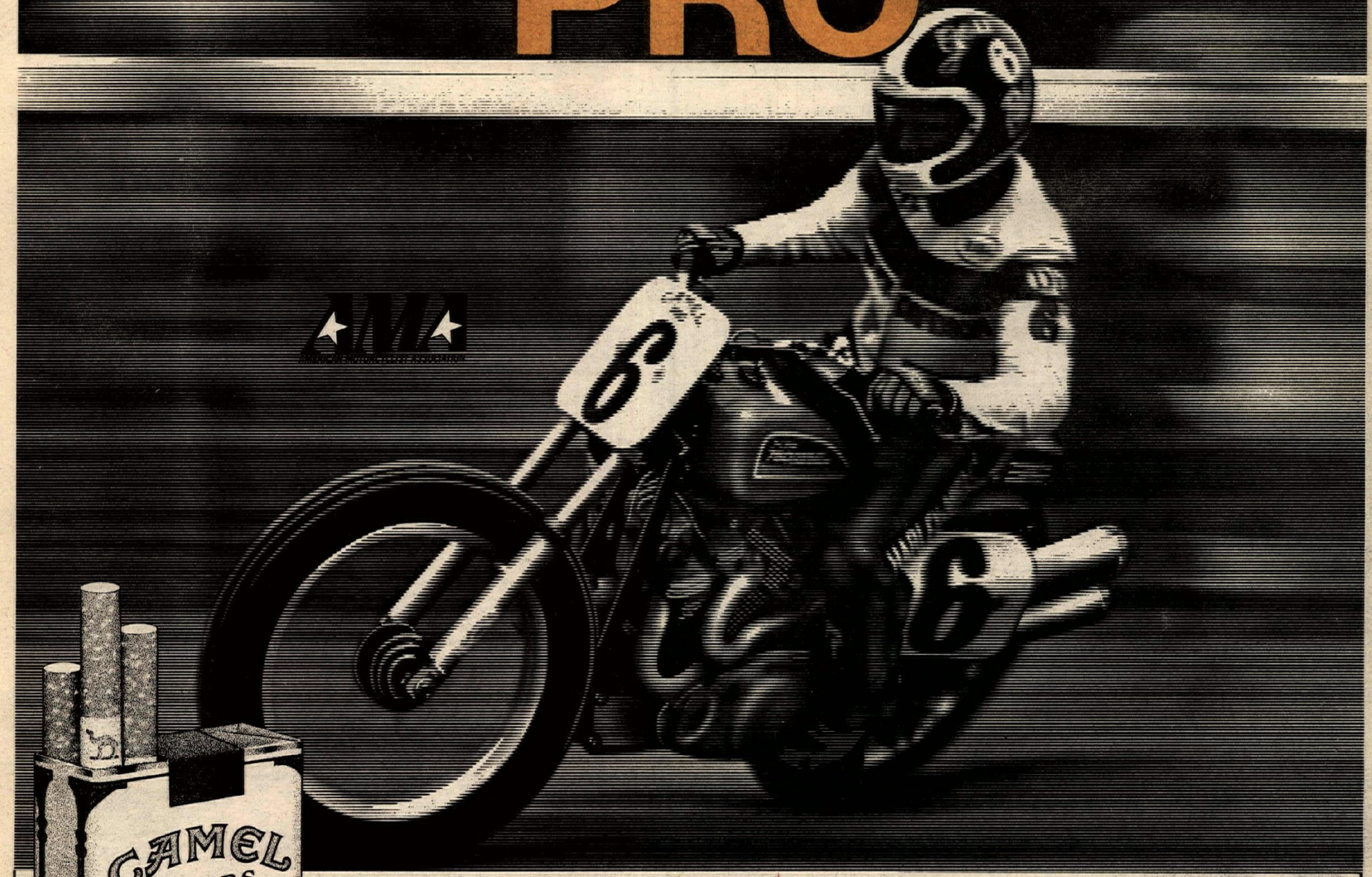

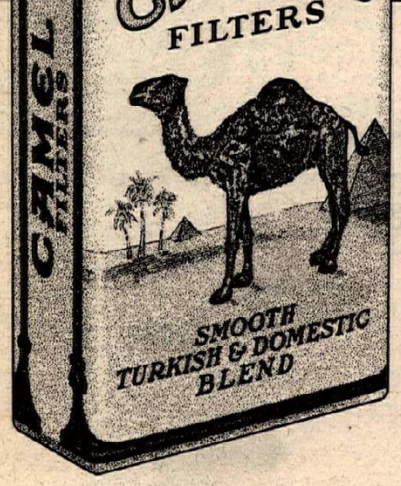

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